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THE DRAGON MOTOR CAR CO., LTD.
23 WONG NAI CHUNG RD.
HAPPY VALLEY

NO STRIKE.

INDO-CHINA OFFICERS' SALARIES.

CO'S STATEMENT.

As is generally known, there have been discussions proceeding for some time past between Messrs. Jardine, Matheson and Co., Ltd., as general managers of the Indo-China Steam Navigation Company, and the two China Coast Marine Guilds regarding a suggested reduction in the salaries of the floating staff of the steamship company named. Matters have now reached a head, as the following Reuter's telegram from Shanghai, to hand this morning indicates:

"A joint meeting of the China Coast Officers' Guild and the Marine Engineers' Guild has been held in connection with the final and definite attitude of the officers of the Indo-China Steam Navigation Company, Ltd., with regard to the proposed reductions in the salaries of the floating staff, coming into force on Monday.

An official of the former Guild, interviewed, said all the officers in Shanghai and Hongkong were in agreement as to the course to be adopted, and "a momentous and serious decision has been arrived at," but the officials of neither Guild would admit or deny that a strike was imminent.

On enquiry from Messrs. Jardine, Matheson and Company this morning, the Telegraph learns that the possibility of a strike in connection with the matter may be entirely ruled out. It is true that the Company had put forward proposals for salary reductions, and these, if accepted, would have come into force on March 1st. The question had been the subject of considerable discussion between the Company and the Guilds, and the conversations had been of a frank and friendly nature. The news from Shanghai this morning came as a surprise to the Company, inasmuch as never at any time had there been any desire on the part of the Company to force an issue if the officers were unwilling to fall into line. In view of the developments now reported, the Company definitely states that the officers' terms of service will remain unaltered.

HEUNGSHAN STRIKE.

HOPES OF SETTLEMENT.

The strike of the employees of the medicine shops and of the fish and vegetable markets in Heungshan has continued for some time, and for some weeks a complete deadlock has prevailed.

Owing to the threatening attitude of the fish and vegetable strikers, which might lead to serious consequences, the attention of Mr. Chan Kung-pok, Chief of the Labour Department, was called to the matter and, as a result, he despatched a deputy to Heungshan, and, with the co-operation of the Magistrate, the latter practically effected a compromise with the two parties concerned. It is hoped that the strikers will soon resume work.

TO-DAY.

Dollar on demand 2s.4.3/16d.
Exchange rate 6.36 p.m.

FIRE AT HAPPY VALLEY.

OLD RESIDENT'S HOUSE DESTROYED.

THIS MORNING BLAZE.

A fire, which, though of small extent, called for a deal of exertion by the Fire Brigade, occurred early this morning at Happy Valley.

The building involved, known as No. 1 Leighton Hill Road, is occupied by Mrs. M. Bevan, a very old resident, and by Messrs. Brown, Jones and Company, undertakers, who use the ground floor and basement in connection with their business. Mrs. Bevan resided on the first floor, and it was in the kitchen situated in the rear of the premises that the fire is supposed to have originated. A rather strong wind helped to drive the flames back into the interior of the premises and three rooms were well alight by the time the Fire Brigade arrived, which was shortly after they received the call at 6.07 a.m.

No. 1 Leighton Hill Road being situated in a crowded residential locality, it was found necessary to supplement the appliance brought in the first instance from the Wanchai Sub-Station by further equipment from both the Central and Kennedy Town posts. In due course, a hydrant was got into working order, and, with full pressure, two effective deliveries were got through to the affected spot from both the front and rear of the house. The flames were thus confined to only the rear portion of the building, which, with the kitchen, was almost burnt out. Although the walls of the building were of brick, the material of the room partitions was mainly of lath and plaster. With the exception of Mrs. Bevan and one or two servants, the building is not usually occupied, save in the day time, when the ground floor and basement are used in connection with the undertaking business managed by Mr. Van Epps, who, incidentally, is also the owner of the building.

The cause of the fire is unknown and the damage has not been assessed.

GREEK AIR FORCE.

BRITISH EXPERT TO REORGANISE.

Rugby, Feb. 26. Colonel the Master of Semphill has arrived in Athens to undertake the task, it is stated, of reorganising the Greek Air Force. He is well-known not only as a pilot, but also as an aircraft expert. Recently, in extremely bad weather, he flew a light aeroplane from London to Dublin and back. He was the head of the mission which went to Japan to reorganise and train the Naval Air Service of that country, and for his work he received high Japanese honours. In the reconstitution of the Greek Air Force, British engines are to be introduced, notably the Napier Lion of 450 horse-power, which is now used extensively in the British Air Force, and with which was equipped the machine flown by Major Franco, the Spanish pilot, on his flight across the Atlantic to South America.—*British Wireless.*

FRONTIER INCIDENT.

LEAGUE INTERVENTION REQUESTED.

Geneva, Feb. 26. Lithuania has requested League intervention into the alleged Polish violation of the frontier, notwithstanding the Lithuanian allegations and an official Warsaw telegram describing the incident as closed.—*Reuter.*

PICKET ASSAULT.

CRIME OF SPEAKING ENGLISH.

BOY VICTIMS.

Heard to greet each other in English in a main Canton thoroughfare recently, two Malay-born Chinese schoolboys were subjected to a brutal assault by a strike picket, and subsequent events bring home forcefully, once again, the pusillanimous attitude adopted by the Canton authorities when they are called upon to deal with pickets who have taken the law into their own hands.

The boys were both about twelve years of age and had been given into the care of two Cantonese friends of their parents in order that they might have the advantage of a Chinese education.

On being informed of the facts these guardians sought redress at the police department without satisfaction, were told by lawyers to allow the matter to drop, lodged a complaint against the pickets at the headquarters of the Kuomintang without result and finally they received an anonymous letter through the post warning them of the dangers of persistence in their agitation.

The boys were eventually smuggled out of Canton to Keelung on a Japanese steamer, and they arrived in Hongkong a few days ago where they told their story before departing for their home in Singapore.

The boys were born and brought up in the F.M.S. and were sent to Canton for the purposes of acquiring a Chinese education. They had been studying for about a year and were unable to speak the Cantonese dialect with any fluency while English, as a talk with them showed, came easily to their tongue.

Conversing in English on the third day of the New Year the boys were roughly seized by a Strike picket who approached, who appears to have said "Your speaking in English is imperialism and is not permitted by the Strike Union" accompanying the words with blows. The unprovoked nature of the assault apparently incensed the boys who made a show of fight, and the picket thrashed them mercilessly until a police officer intervened.

The officer and the picket quarrelled and eventually more police arrived and a sergeant was sent for. The picket eventually consented to leave the boys in the police custody. They were examined by a doctor and found to be suffering from bruises. Their guardians were sent for and told they could take the boys home.

The boys expressed a desire to return home and were smuggled out of Canton as previously mentioned. The parents of the boys are said to be prominent members of the Overseas Kuomintang Branch, who have subscribed liberally to the revolutionary cause.

ENGINEERING DISPUTE.

SECTIONAL STRIKE LEADS TO BIGGER ACTION.

London, Feb. 26. The Engineering and Allied Employers' National Federation has decided to post lock-out notices on March 5, to be operative on March 13 in all the federated establishments in consequence of a strike of a section of London engineers and labourers over wages and a refusal to work with non-unionists. The Engineering Union refuses to recognise the strikers' action.—*Reuter.*

LEAGUE CRISIS DEVELOPS.

GOVERNMENT AND POLAND AT VARIANCE.

RIVAL DEMANDS.

Warsaw, Feb. 26.

On the occasion of the first reading of the Bill ratifying the Locarno Pact, the Premier, Count Skrzynski, in a speech declared that for Poland the practical interpretation of the spirit of Article 4 of the Pact must mean her admission, simultaneously with Germany, to a permanent seat on the Council.—*Reuter.*

GERMANY'S THREAT TO WITHDRAW. Berlin, Feb. 26.

Count Skrzynski's announcement is sharply criticised in the newspapers here and political circles are of opinion that the matter must now be settled at Geneva in March and cannot be allowed to rest until the September session of the League. It is asserted in all quarters that Dr. Luther and Dr. Stresemann will undoubtedly withdraw Germany's application for admission to the League if the Polish claims are admitted in March.—*Reuter.*

DIRECT QUESTION TO BRITISH PREMIER. London, Feb. 26.

The following question will be put to the Prime Minister, Mr. Stanley Baldwin, in the House of Commons on Monday:—"In view of the growing fear in the country that an attempt may be made at Geneva to effect extensive and permanent changes in the League of Nations' Council," what instructions are being given to the British delegate to the Geneva Assembly?

Sir Austen Chamberlain is discussing on Monday with the League parliamentary committee the proposed increase in the permanent seats of the Council.—*Reuter.*

INDIAN POMP.

SPLENDOR AT A MAHARAJA'S CORONATION.

Delhi, Feb. 26.

There was a most brilliant and most impressive State procession through the streets of Jammu on the coronation of Hari Singh as the Maharaja of Jammu and Kashmir.

Thousands of spectators were enchanted by the magnificent display of colour in which gold predominated. His Highness Hari Singh was clothed in robes of gold, his yellow turban flashing the priceless diamonds and historic State jewels. The robe was magnificent. His elephant was covered with gold trappings of most costly design and exquisite finish. The excited crowds constantly cheered His Highness as he passed amidst a glittering cavalcade of elephants, cavalry, artillery and infantry, other Ruling Princes and high officials. After the Priest had placed the sacred mark of coronation upon his forehead, His Highness Hari Singh seated himself on a golden throne placed over the stone which has been in the same position since the Kashmir Dynasty was founded. The throne was mounted on a large marble platform and placed on a rich gold and crimson carpet, with a canopy of the same material supported by golden posts. Nobles then made their obeisances, offering gold coins on silk handkerchiefs.

The Maharaja made grants of land, conferred honours and issued a Proclamation announcing boons and concessions to his subjects. The costumes of the Ruling Princes present were indescribably magnificent. The Maharaja of Patiala, for example, wore jewels worth about £200,000.

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PEOPLE REVOLT.

FORCED MILITARY LOANS RESENTED.

WAICHOW INCIDENT.

Serious trouble is reported to have arisen in the East River district as the result of military demands on the inhabitants of Waichow, Tze Kun and Nam Kong for forced loans with which to pay the troops. This has led to a conflict between the soldiers and the people, in which several of the latter are reported to have been killed and wounded.

The story which reaches us is that as the pay for the troops had not arrived from the Treasury, the military commandant at Waichow decided to levy a temporary loan from the people. Accordingly, on the 16th instant, he ordered the soldiers at Waichow, Tze Kun and Nam Kong to collect from each house, according to its size and the standing of the occupants, from two to ten dollars. The people refused to pay the money, on the ground that a proclamation had been issued that in future no revenue was to be paid to the military but only to the authorized collectors of revenues from the Canton Government. The inhabitants opposed the soldiers with force, with the result that a number of the former were killed and wounded. The market town of Nam Tong was raided by troops and the head of the Local Guards at Tze Kun, named Fo Yum-ting, was arrested and is now detained in the Garrison by the Commandant.

It is said that the trouble is becoming serious, as most shops in three places named have temporarily suspended business. The elders and geny of Tze Kun have reported the incident by telegram to the Canton Government and it is said that the Military Council has despatched a high military officer to deal with the case.

From Southern Kwangtung it is reported that the payments to the troops there are also in arrears and that General Li Chai-sun finds himself in an embarrassed position. It is said that he has petitioned the Government to grant a charter to establish a mint in Yeung Kong, undertaking to secure the co-operation of the people to finance the proposition. There appears to be a great deficiency of subsidiary coins for the requirements of the people, but it is doubtful whether the Government will grant the charter, as there is a scheme already in operation for the redemption of the subsidiary coins which are depreciated in value, and to remit them to the old standard of valuation.

RECLAMATION SCANDAL.

DEMANDS BY BOMBAY CORPORATION.

Bombay, Feb. 26.

The Municipal Corporation has unanimously resolved to demand the immediate appointment of an independent body to enquire into the financial and technical aspects of the reclamation scheme, and the liability of those responsible for the position of affairs disclosed. The resolution urges that no final decisions be taken, even as regards the proposed modified scheme, without examination by such body, and also recommends that the Advisory Committee be transformed into an Executive Committee and empowered to control the activities of the Development Department.—*Reuter.*

Bulls and Inners

From the Office Butts.

Hoo's yer heid?

Some golfers at Fanling give away a tremendous amount of wait.

The O.B.I. is this week bestowed upon the leader writer of the *China Mail* who, with masterly ingenuity, colossal understanding, incomprehensible savvy, and superb restraint, did, on the twentieth day of February, Anno Domini 1926, write a leader in which the following subjects were only mentioned once:—The Chinese New Year, Interport on the Football, Golf Dinner, Daisy O'Keefe's Dancing, Obituary Reference, Burglary, Governor's Oration, Iraq Treaty, League of Nations Problem, London-Cape Flight, Wireless Strike, Soviet's Munition Purchase, and last, but not least—the Falling Franc. Phew!

MacWhirter says he'll no' be takin' parritch this morning!

It is not anticipated that it will be necessary to equip Kowloon Marathon runners with electric horns to enable them to pass the motor buses.

Perhaps rear bumpers would be better appreciated.

Following the example set by the Director of the Observatory, we estimate that the odds are 734 to 114 against a member of the Odd Volumes Society stepping on a piece of banana peel between the hours of 2 and 4 p.m. on Derby Day.

The man who snores should be rapped in slumber.

After last night, it's perhaps natural that Total Abstinence is likely to be strongly fancied next week.

It is not true that the Canton Government intends sending a non-competitive exhibit to Hongkong's Horticultural Show, of passion fruit, stewed in their own juice.

It is time Peak husbands asserted their authority and denied themselves tiffins, in order to allow their wives to monopolise the tiffin trams.

We saw a young monkey on a Peak sent the other afternoon..... and she really did like knuts.

Although the rainy season has not commenced yet, we understand that a good deal of canoodling takes place at Happy Valley some nights.

A man found sleeping in a cemetery shed in Devonshire told the magistrates that he had made his bed there since 1922. Rather a morebed individual.

The Scot is aye conservative, but, wylie likes his whisky old, isn't it about time the Scottish lion got an Elton crop?

Despite the hard times, people are still willing to pay hard-earned dollars for what will be waste paper next week.

An article in a London newspaper, describing "What London eats by Night" was titled "Hot Pies Rate High." Out here, hot pies rate pretty low—if caught.

We should say that some of our latest "plus four" merchants can't tell the difference between a can't foursome at golf and a foursome reel.

We understand that the latest Swatow motto is "East, is East, but Best is Best."

There's a Scottish Admiral in command of the Yangtze Flotilla is a shrewd man, is confirmed by now. The first pirate who asks him for eumshaw will know what it feels like to be really kiln.

Ay man, it was a dirty night! A child's leg was found inside a garop caught recently.

MacWhirter says this Locarno spirit may be all right, but give

It is suggested that Mr. Mills writes another series of articles to be entitled "The Pedestrian and His Scar."

"Statistician."—The number of people who have made fortunes in Ice House Street during the last six months can be counted on the fingers of the hands of the new City Hall clock.

The local advertiser who requires "about 300 decent flower pots" can't be intending to start a naughty cultural society.

People we envy—the London editor who, at 74 years of age, boasts that he has never used a telephone.

There's a fortune awaiting the man who can invent a reverse gear for electric-light meters.

MacWhirter says that women always admire pipe-smoking men until they marry one.

One advantage of the new dance steps is that you don't know when a man's drunk or sober.

"Mankind is loaded with a great weight of myths," said a Rationalist the other day. Personally we find the myths more troublesome.

On Monday last, Reuter informed us that "the zloty fell yesterday." Fortunately, it hasn't been entered in the forthcoming Hongkong Derby.

The process of making rain from the Peak fogs seems wrapt in mystery.

Leopard skins are the latest fashion for afternoon frocks. Bare skins are, however, still in vogue with evening dresses.

Many a Hongkong man "looked" their authority and ing for his wife" would get an awful shock if he met her.

The only time some taipans don't kick, is when they've got the gout.

One way of making money at the Races is to stay away.

The girl who worships the ground a man walks on, runs a bit of a risk if he happens to be a Fanling golfer.

Every talpan started out in life as a barafotted boy.

From observation, we should say that some Kowloon married people get along so well together because they do as she likes.

Judging from the way some local ladies do their shopping, we should say that woman was the original counter irritant.

Some plans we have recently seen for proposed Hongkong flats, ought to be carried out on a stretcher.

Newspaper heading: "Robbers Goaled." A penalty for seeking another's gold.

There will be a record number of people going Home on leave this year—if they all win a sweepstake.

The absence of bowler hats from Brokers' Alley doesn't really mean that the broker-age has entirely vanished.

Our idea that His Excellency is a shrewd man is confirmed by the fact that he was not included amongst those who danced the State Lancers last night.

A child's leg was found inside a garop caught recently.

MacWhirter says this Locarno spirit may be all right, but give

THE TRUE SELF.

"THE WISDOM OF THE ETERNAL."

Theosophical Society Lecture.

At this week's public meeting of the Hongkong Lodge, The Theosophical Society on Thursday, an address was given by Mr. H. E. Lapart on "The Wisdom of the Eternal." He said in brief: The central truth of the Upanishads, the ancient Hindu scriptures, is the identity of the Universal and the Individual, immortal Self. The goal of all wisdom, of all devotion of all right activity is for the disciple to consciously enter into its full realization; then the illusion of separateness will vanish forever, the Divine, the true Self, having become one with the Life of the Universe, the Creator. It is the law of nature that man can know only that to which there is a response within him, and it is because man is essentially divine that he can know God through the unfolding, the awakening of the divinity within him. The value of the Hindu God Idea is to show that God is to be found, not by means of any objective use of the mind, not by all the arguments that are used in the West to prove the existence of God, but by penetrating all the mental strata with which mankind's civilizing processes have overlaid man's divine nature. It is the unfolding of the consciousness within that leads to the knowledge of God. Liberation or Salvation as they call it in the West, is not to be obtained. It is ours already because man is divine, only he knows it not so long as he is subject to the illusion of the blinding matter of his bodies of action, of sensation, of concrete thought as being himself. Man has only to destroy the obstacles that prevent him from realizing his own divinity; he has only to overcome the illusion of his separateness from the One, the Supreme Self, the Logos, to consciously enter the fullness of his divine birth right. The Hindu scriptures teach us the Wisdom of the Eternal, the Science of Yoga or Liberation through Union with the God in Man. The Hindu proclaims that not by works is liberation ever gained but "by the calm of the senses he beholds the Majesty of the Self." Religious books, should never be the groundwork of our faith, as books however sacred are but the fruit of the immortal Self. Criticism can tear the books to pieces yet it cannot touch the Self the only knower who is within us. In these days of our modern world when the mortal self often triumphs over the true Self the Knowledge of the Eternal, which was given out to mankind at the beginning of the Aryan Race, we should strive to understand the profound wisdom contained in the ancient Hindu scriptures, to learn something of the all-pervading Truth, and train our restless mortal minds into harmony with this profound knowledge of the Eternal and pray that the light that lighteth every man that cometh into the world may shine from within us and without us that we too many see and know. We read in the Ancient Hindu Scriptures:—"Know that which existeth not by voice, but that by which the voice existeth, That know thou as Brahman. That which thinketh not with the mind, but by which the mind thinketh, That know thou as Brahman, not this which is worshipped as this, that which seeth not by the eye, but by which the eye seeth, That know thou as Brahman. That which heareth not

CHARTER PARTY CASE.

DECISION OF THE PRIVY COUNCIL IN A HONGKONG ACTION.

Local Judgments Reversed.

A telegram has been received from London containing the result of an appeal from Hongkong to the Privy Council in an action brought by the Cheong Yue Steamship Company Limited as plaintiffs against the partners of the firm of Dharsi Nanji & Company as defendants. This case, it will be remembered, concerned an arbitration award made in Hongkong in favour of the plaintiffs, awarding them the sum of \$162,584.37, in respect of the charter by the defendants of one of their steamers. The defendants took no part in the arbitration proceedings but on the plaintiffs bringing proceedings in the local courts to enforce the award, the defendants set up defences on various grounds, one of which was that the arbitrator had no jurisdiction to act. The trial involved solely questions of law, and engaged the attention of the local courts for a considerable period. On appeal the original judgment was confirmed by a majority (Sir Skinner Turner dissenting). On further appeal by the defendants to the Privy Council the result is that the Hongkong decisions have been reversed, final judgment being given for the defendants with costs both in the Privy Council and below. Counsel for the plaintiffs in Hongkong were Mr. Eldon Potter, K.C. and Mr. F. C. Jenkin, instructed by Messrs. Wilkinson & Grist; and Counsel for the defendants were Mr. C. G. Albaster, K.C. (who was assisted at the original hearing by Mr. Duncan McNeill) instructed by Messrs. Deacons.

COBHAM'S FLIGHT.

ON THE RETURN JOURNEY.

Departure From Cape Town.

Cape Town, Feb. 26. Mr. Alan Cobham, the English airman, has started his return flight to England.—*Reuter*.

by the ear, but by which the ear heareth, That know thou as Brahman. That which liveth not by the life, but by which the life liveth, That know thou as Brahman, not this which is worshipped as this. The three Paths leading to liberation through union with the Supreme Self, have been explained for us in that most widely spread of Judean Scriptures, the Song of the Lord, the Discourse of Shri Krishna—"The Bhagavad Gita."—There it is that the Paths—the three Margas as they are called in the Judean Wisdom Philosophy—that of Karma or Action, that of Ynana or Wisdom, and that of Bhakti or Devotion, are shown as finally blending into one, and the final reaching perfection—liberation or salvation—though one Path is wanting in none of the qualities which have been developed along any of the three Paths. Let men travel along one or the other, they all seek the Union with the One Self, whether by Action, by Wisdom or by Devotion, and those who seek shall surely find Him, for the Self of All is One, and the Goal of the three Paths is the same. Said Shri Krishna:—"On whatever road men approach Me on that Road do I welcome them for all roads are Mine."

HAINAN STRANDINGS.

YESTERDAY'S MARINE COURT OF ENQUIRY.

A Marine Court of Enquiry assembled at the Harbour Office at 10.30 a.m. yesterday to investigate the circumstances attending the stranding of s.s. Hunan, and Kweiyang in the Hainan Straits.

After Capt. McKenzie, master of the s.s. Hunan had given the evidence, Court adjourned to plot courses and positions and resumed at 2 p.m.

Captain Recalled.

On the resumption Captain McKenzie was recalled, and stated that s.s. Kweiyang was sighted passing to the eastward on February 3. She was signalled and anchored about two miles to the eastward, and was asked for assistance.

On February 6 the s.s. Hunan jettisoned cargo from No. 2 hold to lighten the ship. At this time there were 16 feet on the starboard side and 22 feet on the port side. The propeller was awash. The Taikoo tug arrived at 6 p.m. on February 11 with two lighters and anchored in the vicinity.

She could do nothing for the time being, although a diver was sent down and reported the ship was not damaged. At 5.30 a.m. February 14, the Taikoo tug made an attempt to tow off in a north-westerly direction, moving the ship some two miles, when anchor was dropped in 16½ fathoms.

The tug cast off at 6.15 a.m. and took up the tow again at 9.20 a.m., taking the vessel to a safe anchorage at 2.25 p.m., when cargo was discharged to s.s. Taiming. At 7.15 a.m. on February 16 the Hunan in tow of the Taikoo tug sailed for Hongkong and arrived on February 18.

The question relating to the ground covered when the ship first struck was again put to witness. He stated the vessel was making approximately six knots, covering 1½ knots in 20 minutes. Witness ascribed the grounding to striking a sunken wreck or other submerged object. When soundings were taken the bottom appeared to be of rough sand and gravel.

Second Officer Testifies.

Mr. O. G. Jones, second officer of the s.s. Hunan was then called, producing his certificate as first officer.

Witness stated that he took over the watch at 4 a.m. on February 1, when the course was S. 78 E. Land was sighted at 4.15 a.m., but it was impossible to define it with accuracy. Shortly after 5 a.m. the land was verified as Ping Mai Hill, and a course was then steered and maintained until 7 o'clock.

Lam Ko Light was sighted about 6.35 a.m. and a fix taken ten minutes later, by bearings. Witness could only remember one of these which was S. 51 E. (true).

Witness gave corroborative evidence and times, and stated that he received instructions from the master to leave the bridge and carry out certain duties.

Shortly after he returned to the bridge, the ship struck bottom and witness was sent forward to take soundings. These gave from 18 to 19 feet. The ship was meanwhile put astern, making about five knots. Soundings gave from 5 to 4 fathoms, never less, until just before the vessel struck for the second time, when the line gave three fathoms.

Witness in reply to questions, stated that he did not himself identify Lam Ko Hill on the first sighting, but had taken a bearing at 6.45 a.m.

Other Evidence.

Captain D. H. Murlin, of s.s. Kweiyang, stated that on the evening of February 23, his vessel was en route from Bangkok to Hongkong via Hoihow. At midnight he was picked up by murre lamp from the s.s. Hunan. Lam Ko light was then bearing S. 71 E.

The message received was to the effect that s.s. Hunan was ashore and in need of assistance. Witness approached her and anchored to the westward at about 1½ miles distant. Witness agreed to stand by and make an attempt to tow off the Hunan at daylight.

Towing operations were commenced at 5.30 a.m. on the following day (February 8). Tow lines were made fast at 8.23 a.m. with the Kweiyang bearing N.N.W. from the stranded vessel and heading S.S.W., half a cable. The tow commenced at 8.54 a.m. with one anchor down, growing slightly on the starboard bow with 46 fathoms out.

Broken water was sighted ahead shortly after, owing to a change in direction of wind. This was about 2 points on the port bow, 1½ cables distant, with the tide giving a set towards S. S. E.

The Kweiyang then drew up to her anchor, at the same time increasing power and tautening the tow without effect on the Hunan. Working up to full speed there was still no effect and the ship's head swung away from the westward. To counteract this the port anchor was dropped, and the towing shackle parted when speed was maintained.

Struck the Bank. At 9.20 a.m., soundings gave 19 feet and the engines of the Kweiyang were stopped with headway on. Immediately afterwards she struck the bank, and notwithstanding that engines were put full astern she remained fast.

Soundings were again taken and gave 18 feet amidships. The draught on leaving Bangkok was 16 feet 7 inches forward and 17 ft. 10 aft.

Finding the vessel aground, witness attempted to raise the anchor, but in spite of the ship holding, he dragged the anchor home, drawing the vessel closer into the bank, where soundings showed 3 fathoms with a gravel bottom.

A local junk was engaged to lay out a stream anchor and a starboard anchor was let go with slack chain. At high water on February 4, at 6.11 a.m., the stream anchor was hove short and engines worked without result. Engines were stopped at 6.56 a.m. The attempt to get the ship off was resumed an hour later and stopped without result at 8.34 a.m.

Engines were again worked from 9.33 a.m. to 10.40 a.m., still without result. At 4 p.m. on the same day the s.s. Taiming arrived and made an attempt to tow off at 9 a.m. the following morning (February 5). These efforts were continued from 10.50 a.m. until 11.40 a.m., when the hawsers parted and the attempt was abandoned.

Cargo Jettisoned.

Cargo was jettisoned, commencing at 2.30 p.m., consisting of salt. This was stopped at 5 p.m., when 357 bags had been dumped, weighing approximately 50 tons. The vessel finally floated on increasing tides on February 10 at high water, after jettisoning had been continued on February 5, 6 and 7.

It was impossible to get clear on February 12, but the Taikoo tug was successful in towing the Kweiyang off at 12.40 a.m. on February 13. Hauling out into deep water, the Kweiyang anchored, and sailed thence for Hongkong on the same day at 11.30 a.m., arriving here on February 15 at 11 a.m.

In reply to questions by counsel, witness stated that he had been through the Hainan straits on some sixty occasions since coming back to the coast after war service. It was also ascertained that the position of the Kweiyang on grounding by fix, was Lam Ko light, N. 88 E. (true) Lam Ko Hill S. 32 E. (true).

Mr. A. McDonald, chief officer of the s.s. Kweiyang then gave evidence, which was mainly corroborative of that given by Capt. Murlin.

The court then adjourned until 10.30 this morning, to work out the relative positions of the ships.

BRITISH FAIR.

IMPROVED TRADE A PREDICTED RESULT.

Buyers From Iceland and Japan.

Business Done in all sections of the British Industries Fair at London and Birmingham is reported by the Times as having been extremely large.

The Times says the results generally indicate a decided movement in the direction of improved trade. An outstanding feature has been the number of inquiries and orders placed by representatives of distributing houses over-seas, and the attendance of visitors has greatly exceeded anticipation. The journal adds: "There are very few countries that have not been represented by buyers. Visitors have come from the Dominions and all parts of Europe, the United States and South America. Business houses in China and Japan have sent representatives as well as firms in Russia, the Philippines and Iceland. The result has been the opening of many new avenues for business in different parts of world. British dominions have been prominent in trading operations and in spite of tariff duties British goods have appealed successfully to representatives of American houses."—*British Wire- less*.

DEATH OF SIR FRANCIS LLOYD.

A DISTINGUISHED SOLDIER.

Rugby, Feb. 26.

The death occurred this morning, at the age of 73 and after a long illness, of Lieut. Gen. Sir Francis Lloyd, G. C. V. O. He had a distinguished military career. During the War he commanded London District and was afterwards Food Commissioner for London and the Home counties.—*British Wire- less*.

Sir Francis was born in August, 1853, the son of Col. R. T. Lloyd. After Harrow he joined the Duke of Wellington's regiment and transferred to the Grenadier Guards in 1874. His promotion was steady and he became a Brigadier in 1904, Major General in 1909 and Lieut. General in 1917. He was with the Suakin Expedition in 1874, at the battle of Hasheen and with the Nile Expedition in 1898. After being mentioned in despatches he received the D. S. O. at the battle of Khartoum. He served in South Africa from 1900 to 1902 and was severely wounded twice. He re-

THE WATER SUPPLY.

KOWLOON RESTRICTIONS ON MONDAY.

The recent rainfall having failed to add materially to the amount of water in storage at Kowloon, the Water Authority has decided to restrict the supply on and after Monday next.

The supply will be turned on in the public mains at the following hours only:—Shamshui, Fuk Tsun Heung, Taikotsui, Kowloon City, Ma Tau Wei, Yau-mat and Mongkok district (West of Coronation and Nathan Roads, and North of Austin Road), Hunghom and Kowloon City Road, from 7 a.m. to 10 a.m.; from the East side of Coronation Road, and including Ho Mun Tin, South of Gascoigne and Austin Roads, from 7 a.m. to 10 a.m. and 8 p.m. to 5 p.m.

PEAK TRAM STOPPAGE.

DELAY OF THREE HOURS YESTERDAY.

Broken Guide Bracket.

The Peak tramway service was stopped for over three hours yesterday afternoon owing to a breakdown which prevented any car from running. The mishap occurred shortly after three o'clock, and on examination it was found that one of the guide brackets had broken. Repairs were speedily put in hand, but the service was delayed until 6.20 when the cars were able to resume running.

Many Peak residents were forced to take taxis to reach their homes, and unfortunately the delay occurred at a time when many people were returning from business to prepare for St. Andrew's Ball. The repair was effected in the shortest possible time.

ST. JOHN'S AMBULANCE BRIGADE.

HONGKONG CORPS.

Awards for 1925.

"Lau Chu-pak" Duty Cup, for the best record of actual Ambulance duty during the year.—In awarding this Cup it was found very difficult to decide between the merits of the Indian Division and the Y. M. C. A. Division respectively.

After very careful comparison, and a further revision, the Cup has been awarded to the Indian Division. The Y. M. C. A. Division is very highly commended. "Hollyoak" Attendance Cup, awarded to the Division showing the highest percentage of attendance at any 15 meetings during the year.—This Cup is won by the Railway Division, with an attendance return of 100 per cent.

THE LEAGUE.

A BIG CONTROVERSY.

London, Feb. 26. Mr. Austen Chamberlain's speech at Birmingham has added to the anxiety with which all parties at Westminster view the forthcoming meeting of the Council of the League at Geneva.

Symptomatic of this is a question of which notice has been given by the Conservative, Sir William Lane Mitchell, who will ask on March 1, if it is the Government's policy to support the admission of Poland to the Council.

Meanwhile a letter signed by six Conservative Members appears in the Times expressing their conviction that the addition of new permanent members, except Germany, without far more mature consideration than is yet possible, would be unjustifiable. The signatories strongly deprecate the forcing of a hasty decision on this vital issue and ask the Government, without prejudice to any action it may take in September, to oppose the discussion thereof at the March meeting.

The feeling abroad on the subject is reflected in the fact that the Chinese Government has indicated in various European capitals that it intends to apply for a permanent seat on the Council if the election of new members besides Germany is raised at the March meeting, while Norway has also officially intimated her view that only German candidature should then be dealt with.—*Reuter*.

Spain's Interest.

Madrid, Feb. 26. The Foreign Minister, writing in the newspaper *La Nacion*, while supporting Germany's candidature emphasises Spain's intention to pursue her application for a permanent seat, which dates from 1922.—*Reuter*.

Before You Advertise
COUNT THE "TELEGRAPHS"
On The Kowloon Ferry

HONGKONG HOTEL

DERBY DAY

TUESDAY, 2nd MARCH.

CARNIVAL NIGHT

Special Dinner

Dansant

(Fancy or Evening Dress Optional)

THE JAZZ ORCHESTRA
WILL BE IN ATTENDANCE

TABLES FOR ABOVE MAY NOW BE BOOKED

THE HONGKONG & SHANGHAI HOTELS, LTD.

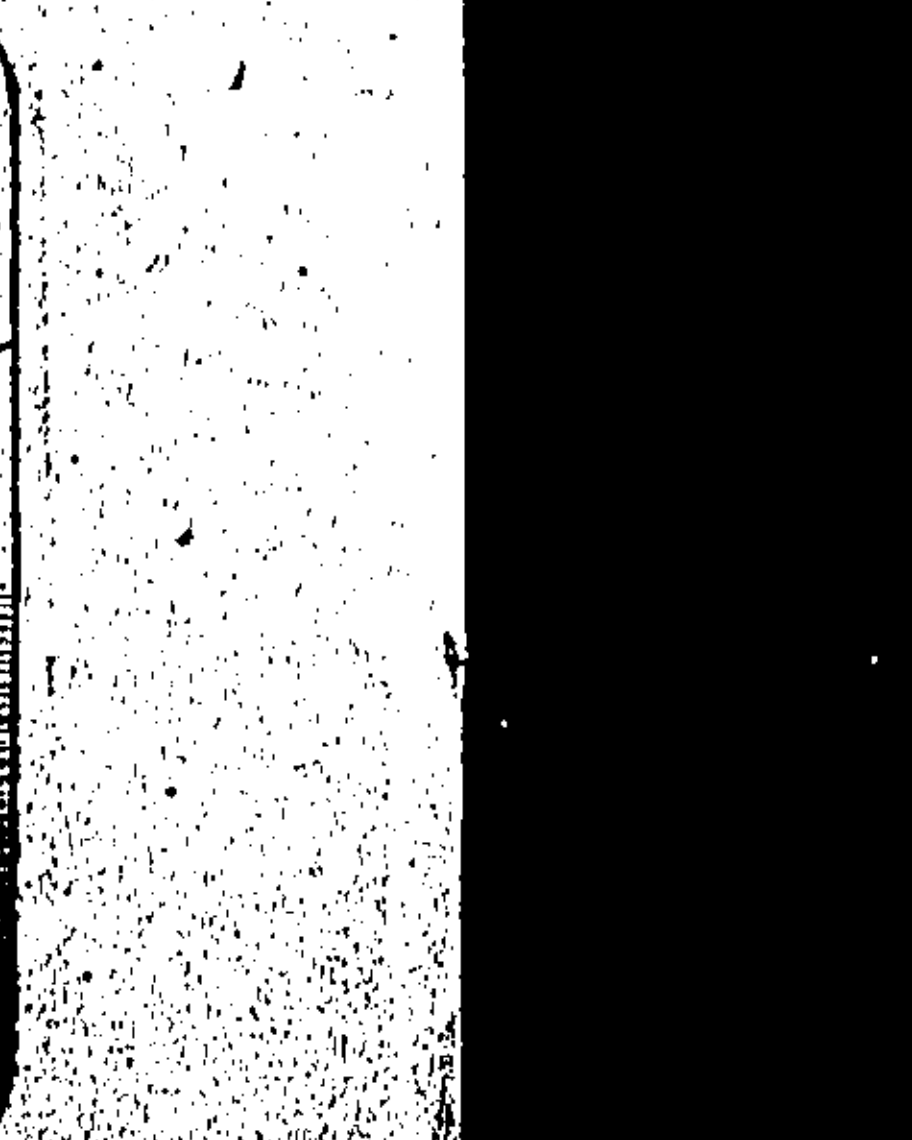
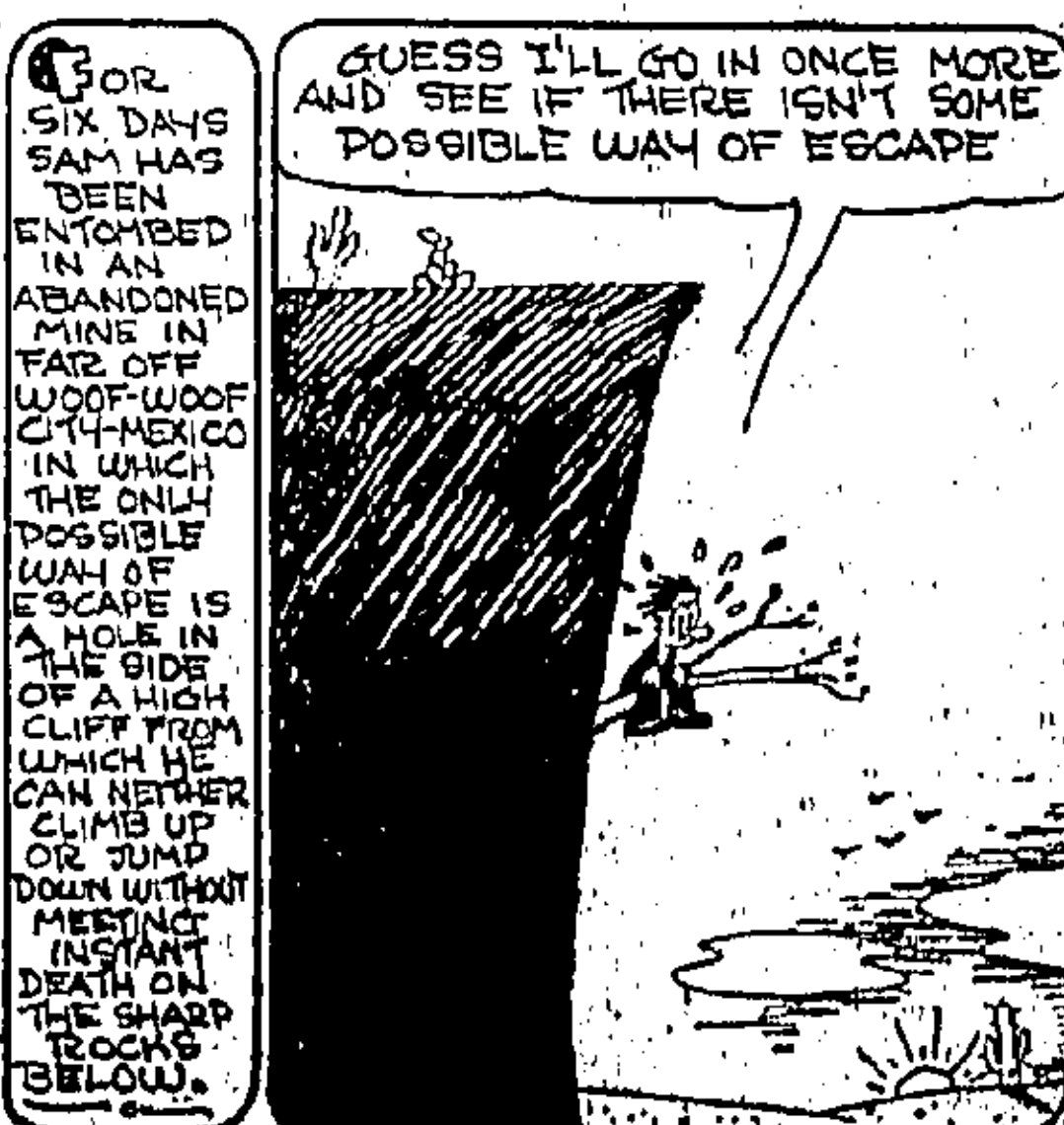
FALESMAN SAM.

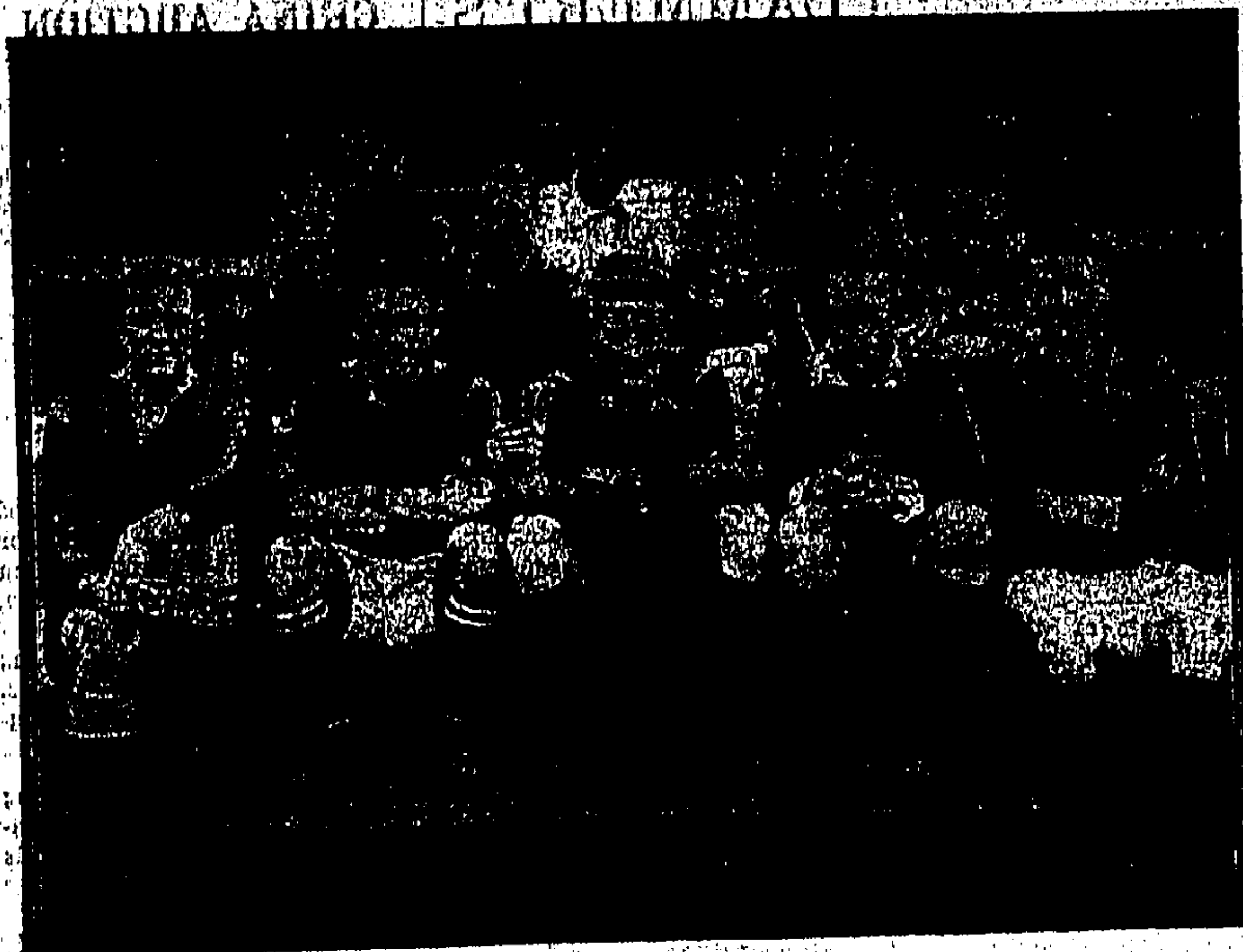
Good-bye, Sam!

By Swan



If you would see your children grow stronger each day—become rosy, plump and full of life—try SCOTT'S Emulsion, the mother's friend! Ask for SCOTT'S EMULSION





The above is the Shanghai Interport Football team which beat Hongkong by five goals to four. The players are—back row: Messrs. Collaco, Moalem, and Goldman; centre row: Messrs. Dailey, Falconer, Price and Clissold; front row: Messrs. Gowan, Johanson, Phillips, Brown and Gash.



This shows an Orthodox Cathedral in Russia, built by the Czar, which is being demolished at Soviet orders to destroy the symbol of "imperialism."



This picture of Lord and Lady Craven, who are now in Canada escaping arrest as "undesirables" under the U.S. Immigration laws was taken on board the Atlantic liner by which they travelled from England in November last. The Earl was cited as co-respondent in the Countess of Cathcart's divorce case.



Group photograph taken at the wedding of Mr. J. Norrie Owen, of Messrs. Dadwell and Co., Ltd., and Miss Ada May Meadows, which took place at the Cathedral on Monday. Photo: Ming Yuen.



Members of the Extraterritoriality Commission are inspecting Chinese courts and gaols in Peking and North China as part of their investigation. This picture shows them hearing a homicide case in the Peking Court of Appeal. In the back row, reading left to right, starting second from left, are: Messrs. M. Michelet, J. A. de Bianchi, Dr. Wang Chung-hui and M. Toussaint. Second row, second left, are: Messrs. Hioki and S. Strawn, while Sir Skinner Turner is in the centre, and at the end of the row are Judge Miyake and Mr. Chang Yao-tseng, ex-Minister of Justice.



This is Prince Nicholas of Rumania, 24, who like his brother, Carol, is very self-willed. He has been warned for "high jinks" in Paris.



This is Gen. Averescu, Premier of Rumania, who was responsible for Prince Carol's abdication.

THE "MACNOVA" WATERPROOF



The "Macnova" is made to our own design of a specially woven cloth and treated with a patent proofing process which enables it to withstand the peculiarities of the climate.

It is cut on free and easy yet smart lines, providing perfect comfort in wear, and every detail in the making has the closest scrutiny.

We confidently recommend the "Macnova" waterproof, and our guarantee with this as with any other goods we sell is "Complete satisfaction or your money refunded."

Stocked in all sizes from 34 to 46 inches chest measurement in various lengths.

PLAIN \$27.50
with Belt \$30.00

WE ALLOW 10% DISCOUNT FOR CASH

MACKINTOSH Co., Ltd.
MEN'S WEAR SPECIALISTS
Alexandria Building Des Voeux Road.

CATERING For Weddings Receptions Banquets Dances

AND ALL SOCIAL EVENTS

CAFE WISEMAN'S Catering Service is a blessing to the hostess. Whether she entertains a large or small gathering, formally or informally—the success of the occasion is assured when placed in our hands.

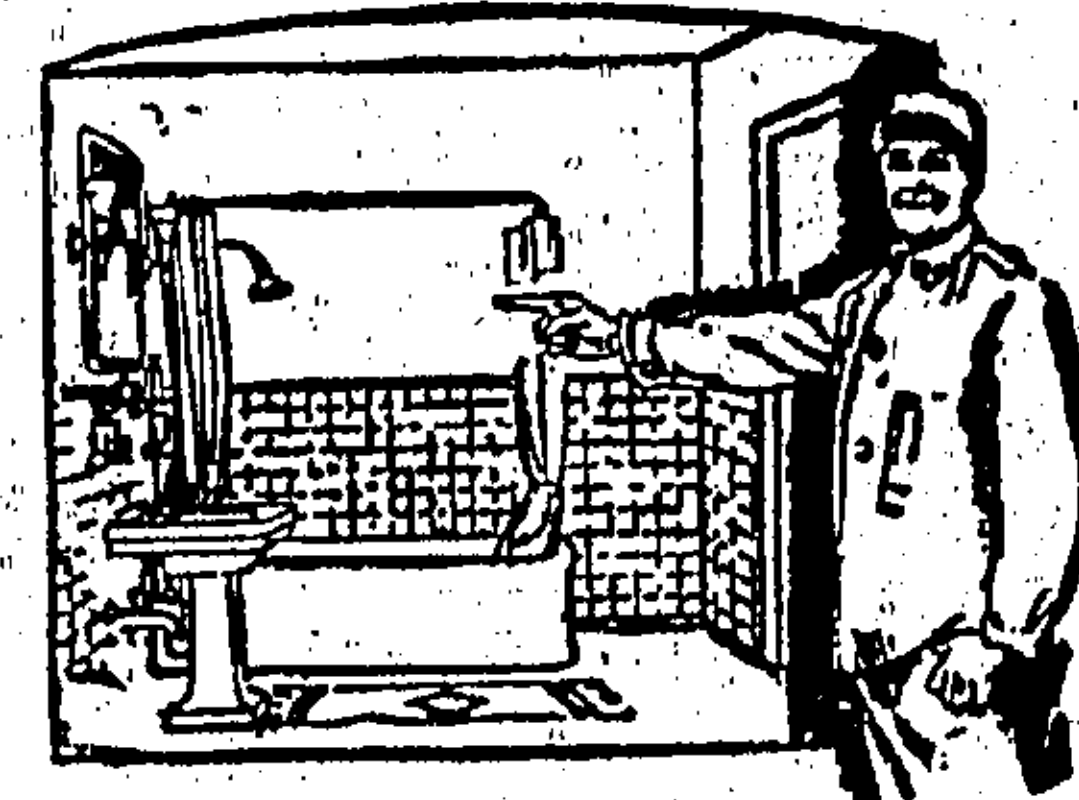
Our service will be explained in detail, and estimates gladly given on request.

CAFE WISEMAN
LANE, CRAWFORD, LTD.

MODERN
BATHROOM
EQUIPMENT
A SPECIALITY

C.E. WARREN & Co., Ltd.

China Building
TEL. 269



WHITEAWAY'S

STANDARD VALUES
The Best Value for the Least Price

THE "UTILITEE"
CHOTA HAZRI
OR EARLY MORNING
TEA SET

THE "UTILITEE"
EARLY MORNING
TEA SET



Comprising: Teapot, Cup and Saucer, Milk Jug, Sugar Bowl and Plate. Good White Glazed China.

STANDARD VALUE PRICE \$2. Set

FIRST FLOOR SHOWROOMS.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection—

1314, 1376, 1384, 1385, 1392,
1342, 1397, 1409, 1418, 1375,
1441, 1444, 1439

TUITION

SPANISH LANGUAGE TUITION—Students taught both Technical and Commercial Spanish, rapid method. Proficiency guaranteed in six months. The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 635.

SITUATIONS VACANT

WELL known firm of British Importers long established in Hongkong and Canton require thoroughly competent compradores for Hongkong at once. Satisfactory, reliable security will be required. Reply—H.I. General Post Office, Hongkong.

PREMISES TO LET

TO LET—OFFICE ROOM, central locality. Moderate rent. Immediate possession. Apply to P.O. Box 414.

TO LET fully furnished, with staff of old servants, from about April 8th for six months. "TAIWO," Barker Road. Five minutes from Barker Road Tram station. Apply Holyoak, care Holyoak, Massey & Co., Ltd.

FURNISHED Flat mid-level, suit one or two bachelors. Also eight-roomed House in excellent condition, unfurnished. May be let in flats. Telephone No. 4630. Small Investors.

ON or about March 1926 whole flat or spacious suite of offices in the "French Building" ex "Victoria Building" No. 5, Queen's Road Central (between Chartered Bank and Mercantile Bank). Apply to: Banque de l'Indochine Chater Road.

GROUND FLOOR PREMISES "ST. GEORGE'S BUILDING," opposite the STAR FERRY PIER, best locality in Hongkong for Shipping Companies or Shops. Single Office room, or whole suite of 3 Office rooms for short or long lease. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building, 1st Floor.

TO LET—Two large rooms excellently situated for offices on the 2nd Floor, and one large room on the 3rd Floor of "St. George's" Building facing Ice House Street. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building.

TO LET—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

HONGKONG JOCKEY CLUB

RACE MEETING 1925

March 1st, 2nd, 3rd and 6th

Tickets of Admission to the Public Enclosure may be obtained from Messrs. Kelly and Walsh or at the Gate. Price \$3. per day

Soldiers and Sailors in Uniform \$1. per day.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

LINSTEAD & DAVIS,
Treasurers.

INSTITUTION FOR THE BLIND.

KOWLOON CITY ROAD, 20 min from Star Ferry by Kowloon City Bus.
Come and buy our hand-knitted Coats, Sweaters, Jumpers, Shawls, Scarves, Socks and all kinds of Children's Woolies.
Latest styles in "Fair Isle" and plain and fancy Jumpers.
Orders taken for knitting in wool or silk.
K. BESWICK, Supt.
Telephone K. 101.

FOR SALE.

PASSAGES FOR DISPOSAL—at Company's rates, 4 berths (2 Cabins) to London via Suez 10th March, releasing owing to illness. Apply Box No. 1454 c/o Hongkong Telegraph.

FOR SALE.—STEAM LAUNCH about 60 foot long, in excellent condition and suitable for Harbour and River Work. Apply Box 1439 c/o Hongkong Telegraph.

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

March 1st, 2nd, 3rd & 6th.

The Stewards request the pleasure of the presence of the Ladies at the Races.

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

March 1st, 2nd 3rd and 6th.

Members' Badges of Admission are now ready, and may be obtained by those Members who have not already received them, from Messrs. Linstead & Davis, Alexandra Bldgs. Members are reminded that these Badges will also admit them to all the Extra Race Meetings this year.

C. B. BROWN,
Secretary.

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

March 1st, 2nd, 3rd and 6th.

Members have the privilege of introducing 2 non-members to the Members' Enclosure.

A limited number of tickets are available and may be obtained from Messrs. Linstead & Davis, Alexandra Buildings on or before SATURDAY, February 27th 1926

Price \$10 per day or \$30 for the Meeting.

LINSTEAD & DAVIS,
Treasurers.

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING 1926.

Seventh Race—Thrd Day—

The United Services Cup.

Post Entries will be accepted for this Race.

By Order,
C. B. BROWN,
Secretary.

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

March 1st, 2nd, 3rd and 6th.

Passes for Servants will be issued on application to Messrs. Linstead & Davis, Alexandra Bldgs. No servants will be allowed inside the Enclosure of the Race Course during Race Days WITHOUT TICKETS.

These Tickets are only available for Servants while in attendance on their employers or when on duty at the various stands.

Any persons found loitering about with Servants' Passes in their possession will forfeit them and holders will be removed from Enclosure.

C. B. BROWN
Secretary.

HONGKONG HORTICULTURAL SOCIETY.

The Annual Show of Flower and Vegetables will be held at Volunteer Headquarters on Thursday, 11th March, 1926.

Entries will Definitely Close at 1 p.m. on Monday, 1st March, 1926, at the Hon. Secretary's Office, but intending Exhibitors are requested to send in their entries as early as possible.

Schedules have been sent to all members who have paid their subscription for the current year. Members who have not yet paid their subscription and all those who wish to join the Society are requested to send \$5 immediately to the Hon. Secretary, Mr. E. B. C. Hornell c/o Messrs. Jardine, Matheson & Co. Ltd.

Hongkong, 17th February, 1926.

RACE HOLIDAYS.

The Exchange Banks will open for the transaction of Public Business at 9.30 a.m. on Monday, Tuesday and Wednesday, the 1st, 2nd and 3rd proximo, and close at 12 Noon.

Hongkong, 24th, Feb., 1926.

NOTICE.

We have this day been appointed sole agents in Hongkong and South China for the Sale of Sakura Beer.

DONNELLY & WHYTE,
1st February, 1926.

THE CHINA LIGHT & POWER CO., (1918), LTD.

With reference to the Notice to the Shareholders of this Company dated 29th December, 1925, whereby the Final Call of \$3.00 per share on the New Shares was made payable on 4th March, 1926, the General Managers and Consulting Committee have decided, in view of the conditions prevailing at present, to further extend the time for payment of this Call.

Notice is accordingly hereby given that the date for payment of the Final Call is postponed to 4th June, 1926, and that the Form of Bankers' Receipt already sent to Shareholders can be used as though the date named therein were the 4th June, 1926.

For THE CHINA LIGHT & POWER CO., (1918), LTD.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 25th, Feb., 1926.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Notice is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at City Hall Hongkong, on Saturday the 27th February 1926, at noon, for the purpose of receiving the Report of the Board of Directors together with a statement of accounts for the year ending 31st December 1925.

The Register of Shares of the Corporation will be closed from Monday the 15th February to Saturday the 27th February 1926 (both days inclusive) during which period no transfer of Shares can be registered.

By order of the Court of Directors,
A. H. BARLOW
Chief Manager.

Hongkong 8th February 1926.

GREEN ISLAND CEMENT CO., LTD.

The THIRTY SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS OF THE COMPANY will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong on Wednesday 17th March, 1926, at 11 o'clock in the forenoon for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December 1925, and declaring a Dividend.

The TRANSFER BOOKS of the Company will be closed from Wednesday, 3rd March 1926, until Wednesday 17th March 1926, both days inclusive.

By order of the Board of Directors,
SHEWAN TOMES & CO.,
General Managers.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE is hereby given that the Thirty-Seventh Ordinary General Meeting will be held at the Company's Offices, P. & O. Building, on Friday, 12th March 1926, at 11 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December 1925, and electing Directors and Auditor.

The Transfer Books of the Company will be closed from 1st March to 12th March 1926, both days inclusive.

By Order of The Board of Directors,

GIBB, LIVINGSTON & CO., LTD.
Agents.

Hongkong, 23rd Feb., 1926.

NOTICE.

KOWLOON WATERWORKS.

IT IS HEREBY NOTIFIED that on and after MONDAY, March 1st, the Supply of Water in Kowloon will be turned on in the Public Mains during the following hours only:

Shamshui and Fuk Tsui Heung and Tai Kok Tsui, Kowloon City and Ma Tau Wei, Yau-mat and Mongkok District, (West of Coronation and Nathan Roads and North of Austin Road), Hunghom, and Kowloon City Road: 7 a.m. to 10 a.m.
From the East side of Coronation Road and including Ho Mun Tin, South of Gascoigne and Austin Roads: 7 a.m. to 10 a.m. and 3 p.m. to 6 p.m.

HAROLD T. CREASY,
Water Authority.

Public Works Department,
Hongkong, Feb. 26, 1926.

NOTICE.

CYMEITHAS DEWI SANT (HONGKONG).

St. David's Society (Hongkong).

Owing to circumstances over which the Committee have no control, it has been decided not to hold the Annual Dinner this year. Members are requested to meet at the Cenotaph, as requested in the former notice, at 10.50 a.m. For the Committee,

DAVID E. EVANS,
Hon. Secretary.

Hongkong, Feb. 24, 1926.

UNION WATERBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

The Twenty First Annual General Meeting of Shareholders will be held in the Office of Messrs. Dodwell & Company, Limited, on Thursday, the 4th March, 1926, at 11 a.m. for the purpose of receiving the report of the General Managers together with a Statement of Accounts to 31st December, 1925. The Transfer Books of the Company will be closed from the 25th February to 4th March, 1926 both dates inclusive.

DODWELL & CO., LTD.,
General Managers.

Hongkong, February 18, 1926.

NOTICE.

QUEEN'S COLLEGE OLD BOYS' ASSOCIATION.

Sixth Annual Dinner.

The Sixth Annual Re-Union Dinner of the Association, accompanied by a Concert, will take place on Saturday the 13th of March, 1926, at 8 p.m., in the Hall of Queen's College. To encourage attendance, the General Committee have fixed a minimum charge of \$3 (wines inclusive), but Members are requested to make, if possible, an extra contribution to defray the expenses of the entertainment. The number of guests is limited to fifty and applications for their accommodation should be made to the undersigned. All subscriptions are to be forwarded to the Hon. Treasurer, Lai Im To, Esq., at the Oriental Commercial Co., Bank of Canton Building.

By Order of the General Committee,

C. G. ANDERSON,
Hon. Secretary.

Hongkong, February 25, 1926.

INSURANCE OFFICES.

NOTICE.

RACE HOLIDAYS.

Notice is hereby given that all Fire and Marine Insurance Offices will be CLOSED for the transaction of business on Monday, Tuesday and Wednesday, the 1st, 2nd and 3rd March, 1926, from 12 noon.

By Order,

LOWE, BINGHAM AND MATTHEWS,
Secretaries.

The Fire Insurance Association of Hongkong.

The Marine Insurance Association of Hongkong and Canton.

Hongkong, 26th February, 1926.

THE BOY WONDER

EMIL DANENBERG
(8 years old)

will give 3rd Annual Piano Recital

Tuesday, 9th March
at 5.30 p.m.

ST. ANDREW'S HALL
(City Hall)

Kindly assisted by Mrs. Balcan (Violinist) and Prof. Danenberg in two Piano works.

Under the patronage of Lady Clementi.

Tickets at Anderson's \$3.42 and \$1

NOTICE.

U. S. R. C.

As the finals of the Tennis Tournament cannot be played on 27th Feb. the "At Home" is postponed. The date on which it will be held will be notified to all concerned later.

E. W. MORRIS,
Captain,
Hon. Secretary.

NOTICE.

St. Andrew's Church, Kowloon, 2nd Sunday in Lent: 8.15 Holy Communion; 10 a.m. Young Peoples Service; 11 a.m. Morning Prayer. Preacher, the Vicar; Anthem by the Choir; 2.45 Sunday School; 3 p.m. Bible Classes; 6 p.m. Confirmation Service, by the Lord Bishop.

A. S. WATSON & CO., LTD.

NOTICE.

RACE MEETING.

On Monday, Tuesday, and Wednesday, the 1st, 2nd, and 3rd March, all Departments will be CLOSED at 1 p.m.

On these days

The Hongkong Dispensary will be opened for the purpose of Dispensing prescriptions from 6 p.m. to 7.30 p.m.

A. S. WATSON & Co., Ltd.
Hongkong, 27th Feb., 1926

NOTICE.

The Association of the Siamese hereby give notice that their Ticket bearing the Serial Nos. 09121/09130 for \$5. has been lost, and is therefore rendered null and void.

They have issued a Duplicate Ticket bearing the above serial numbers viz: Nos. 09121/09130 to replace same.

Hongkong, 27th February, 1926

EX-ACTIVE SERVICE MEN'S ASSOCIATION. (1914-1918).

The draw in connection with the Non-selling Sweep on the Hongkong Derby organised by the above Association will take place at Easna Club, 17 Queen's Road Central, on Monday March 1st at 6.00 p.m.

All subscribers are invited to be present. Counterfoils of tickets should be returned to the Honorary Secretary before above time. All tickets not paid for at the time of drawing will be cancelled.

NOTICE.

THE DIOCESAN BOYS' SCHOOL, HONGKONG.

NEXT TERM will begin on Monday, March 8th (not March 1st) in the New Building at Kowloon.

The loss of one week's work will be made good later in the year.

School Hours.—The same as last term, that is, no school on Saturdays. On Wednesdays school finishes at 1.20 p.m. The tiffin hour on the four other days is 1.5 to 2.5 p.m.

Day Boys can get tiffin either from the school cook or from the school tuck shop (Messrs. Sui Kee & Co.)

Accommodation is provided for boys who bring their own tiffin. Monthly Ferry, Bus (to Ho Mun Tin) and Train Tickets (to Yau-mat Station) can be obtained directly from the companies concerned or scholars can pay as they go.

At the end of March, if the school can guarantee a certain number of tickets, cheaper monthly tickets can be arranged by motor bus.

The School Address is—The Diocesan Boys' School, P.O. Box 33, Hongkong.

The new telephone number from March 5 will be Kowloon 777.

THE REV. W. T. FEATHERSTONE, M.A. (Oxon.), Headmaster.

Hongkong, Feb. 25, 1926.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction on

Thursday, the 4th March 1926

commencing at 2.45 p.m.

at No. 13, Orient Buildings (Top Floor) Kowloon

A Quantity of Valuable Household Furniture

(Particulars from Catalogue)

On View from Wednesday, the 3rd March 1926.

Terms:—Cash on Delivery

LAMMERT BROS.,
Auctioneers.

G. R.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on

TUESDAY, WEDNESDAY

and THURSDAY,

the 9th, 10th and 11th MARCH, 1926,

at H. M. NAVAL YARD, Hongkong, and at KOWLOON NAVAL DEPOT,

commencing each day at 9.30 a.m. with an interval

from 12 noon to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES,

&c., &c., &c.

Comprising:—

Money Chests, Sewing Machines, Metal Branch Pipes, Life Boat, Gigs, Balsa Rafts, Boat Sails, Electrical and Wireless Telegraphy Fittings, Glycerine, Electric Cable, Cooking Stoves, Ships Fittings and Firehearth Gear, Iron Mattresses, Water Closets and Pans, Life Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Counterpanes, Curtains, Overcases, White Tiles, Leather and Metallic Hoses, Canvas Tubing, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Woollen and Linen Rags, Metal Propellers, Old Paint Drums, Old Cork, New Canvas Cuttings, Old Iron and Steel, Old Brass, Copper, Lead and Zinc, Copper and Brass Tubes, Coal Sacks, Brown Jean, Wood and Iron Blocks, Lamps, Lanterns and Gear, Gauges, Old Steel Tubes, Old Steel Wire Rope, Dirty Mineral Oil, Olive Oil and Oil Fuel, Chain Cable and Gear, Drilling and Grinding Machines, Lathes, Steam Hammer, Davits, Pinnace, Cutter and Dynamo Engines, Chairs, Compasses, Binnacles, Logs, Clocks, Iron, Drums and Tanks, Old Bunting, Fire Engine, Engines and Boats Boilers, Rigging Chain, Wire and Fibre Brushes, Glass Tubes, Table Fans, Baths, Anvils, Forges, Vices, Miscellaneous Tools, Ironmongery, Protective Mattresses, Filters, Air Compressors, Seine, Nets, &c., &c.

Lots may be inspected on Monday, 8th March 1926.

Also sale of Old and Surplus Victualling Stores at Kowloon on Friday, 12th March,

Comprising:—Table Linen, Implements, Serge, Flannel, &c. Remnants, Blankets, Sundry Articles of Mess and Table Gear, (including Electro Plated Ware), Clothing, Condemned Provisions for Poultry Feeding, &c.

Terms of Sale:—As detailed in Catalogue.

LAMMERT BROTHERS,
By Appointment Auctioneers to the Admiralty.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

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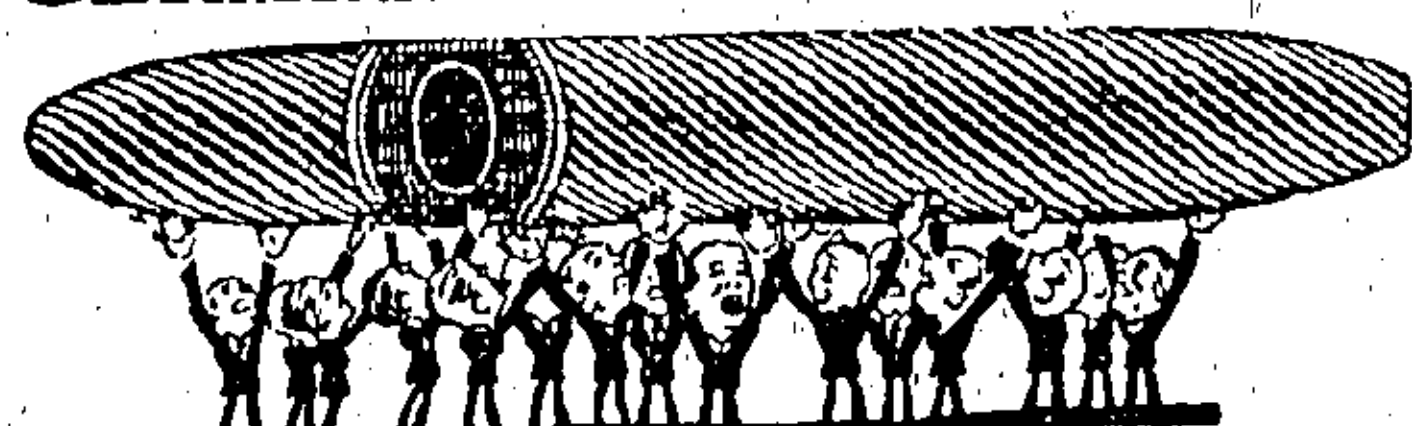
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BRITISH TREASURY NOTES' BRIEF LIFE.

Since the first issue of Treasury notes in 1914, to the end of last year, the total value of paper money put into circulation was £4,041,843,800, says the *London Gazette*.

This sum is equal to more than half the National Debt, but is probably less than one day's issue of German marks at the height of their inflation.

A Treasury note's life is not very prolonged, unless it gets hidden away in a domestic bank. Whenever a "Fisher" which shows signs of wear passes into the custody of a bank it is returned to the Treasury and cancelled.

CANCELLED MILLIONS.

Unceasingly the process goes on, and means an immense amount of papermaking and printing. In the week ended January 6 last 11,253,102 paper tokens were issued. This means 1,875,517 every day for six days a week.

But in the same period, no fewer than 14,983,314 notes were cancelled or called in, which reduced the value of the paper in circulation to £292,616,691, just about the same amount as a year ago.

If the Treasury notes in circulation were equally divided among the population of Great Britain there would be a little over 66 per head. They are fully covered by securities, and though we are still exporting more gold than we receive the British currency note can look the whole world in the face as the fully accredited representative of the sovereign.

SCHNEIDER CUP.

ENGLAND TAKING IT SERIOUSLY.

London, Feb. 12.—England having failed to lift the Schneider Trophy for racing seaplanes from America in the 1923 and 1925 races is considering what can be done to lift it in 1926.

Aviation experts here believe that if England has a chance of winning it will be necessary to construct a seaplane capable of averaging 270 miles an hour around the course, in 1926 and must work with the expectation of producing a 300-miles an hour seaplane in 1927. It is urged that the air ministry place orders with eight aircraft construction firms for at least two racing planes each, so that it will be possible to select the challengers from a field of 16 machines. The air ministry also is urged to send over three racers with three additional racers in reserve, to provide against accidents such as eliminated two of England's three challengers last year.

By tuning up the Rolls-Royce Condor engine, which develops 650 horsepower, and by increasing its compression experts believe that a thousand horsepower engine might be made available for racing purposes.

In the words of one critic: "We failed hopelessly to come up to the American standard last year and we must either give up and admit that our designers are inferior to those in America, and so lose trade all over the world, or we must get down to it seriously and cease treating it as a spare time job."

GROWTH OF PLANTS.

PROCESS SPEEDED UP 20,000 TIMES.

By means of slow motion photography the actual growth of a nasturtium plant is now "screened" for use in children's nature study classes.

The British Instructional Film Company have pioneered these educational films, shown at the Stoll Picture House recently. The process of growth, flowering and fertilisation is "shot" by the camera at 20,000 times its natural speed in order to visualise for the human eye this wonderful drama of the back garden.

One sees the seed burst into bud, the roots run down into the earth, the operations of the busy bee in fertilisation, and every process until the young seeds are born and the life cycle starts again.

With the aid of a powerful microscope the life history of the gnat has also been screened.

Professor A. P. Newton and Miss Field, a research worker at London University College, collaborated in the taking of these films, and they explained recently to a large gathering of educationists how it was done. The plant film took months, to complete.

Sir Charles Lucas, who addressed the audience, said many of them thought the cinema industry should be used for something better than it had been in the past.

"The cinema has been used to such a great extent for vulgarising and unworthy purposes," he exclaimed, "that it is high time there was a change."

"EVERY MILE A PICTURE."



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PHILIPPINE RESEARCH.

ROCKEFELLER FOUNDATION HELPS FARMERS.

The Rockefeller Foundation through its International Board of Education, is inaugurating a new humanitarian uplift activity that of agricultural research and education, to extend all over the world, and the Philippines, of all Oriental countries, will receive a large share of the benefit to be derived, according to indications.

Dean H. L. Russell of the schools of agriculture, University of Wisconsin, representing the Rockefeller Foundation's International Board of Education who is conducting the survey of conditions in the Far East, recently indicated that the Philippines is more worthy than China of aid because there are available here materials that can best assure intelligent and profitable use of the help that would be extended, principally scientific research institutions and technically trained men.

HELP IS NEEDED.

After going through the University of the Philippines and the college of agriculture at Los Banos, Dean Russell realized that agricultural education and research are greatly handicapped in the Philippines and that it is in dire need of financial help.

"The Los Banos college is in pretty bad shape financially and I cannot see how it can continue its present services in research work unless given better treatment," Dean Russell said.

"The Rockefeller representative will remain in Manila five days more to go over activities of the bureau of science, bureau of forestry. The work to be inaugurated by the foundation is not to be limited to agricultural education and research but will cover all allied activities such as natural sciences, biology, chemistry and veterinary science.

Dean Russell has been delegated to survey conditions in Far Eastern countries to determine what facilities for research in agriculture and what remain to be provided for the greatest benefit of the people. Other eminent authorities in agricultural education are making similar surveys in Europe and other lands, it was learned. Dean Russell has visited Japan and China and after completing his work in the Philippines will proceed to Hongkong, then to Singapore and Siam, to the United States in September.

THINGS BAD IN CHINA.

Conditions in China are very discouraging, according to Dean Russell. The factional wars are interfering with everything and because they absorb entire vitality of the people, the cause of education suffers. No one knows when conditions will become stable in China and until that time comes it will be impossible to accomplish much that may be of value to the Chinese people, he added. —*Manila Bulletin.*

GOLF VETERAN.

PLUS ONE AT SIXTY.

Edward Blackwell, captain of the Royal and Ancient Club, was beaten recently in the final of the invitation match-play Golfing Tournament, under handicap, at Wentworth, Virginia Water, but he must surely be accounted one of the wonders of the golfing world considering that he will be 60 years of age in July. He still has a handicap of plus 1, and, what is more, plays up to it. In this event he was giving strokes to all the other competitors. In the final he had to concede 5 strokes to G. C. Levick, who won on the last green by getting down a putt of four yards. They were square at the 15th, and although Levick took the lead at the 16th with the aid of one of his strokes, Blackwell drew level at the 17th. When Levick held his long putt on the last green Blackwell was left with a putt of two yards to save the match. He missed it by two inches. In very bad weather Blackwell accomplished the excellent score of 79, his rival being three strokes worse. It is 34 years since Blackwell won his first scratch match at St. Andrews.

WESTERN INTEREST IN CHINA.

IMPORTANCE OF FULLER NEWS SERVICES.

Mr. Edwin S. Cunningham, U. S. Consul-General, gave a luncheon last week at the American Club in honour of Mr. Nicholas Roosevelt, the Foreign Editor of the New York Times, who was visiting Shanghai. Representatives of the Municipal Council, American business interests, missionary bodies, and the editors of the foreign newspapers were invited to meet Mr. Roosevelt.

In a brief speech the American Consul General spoke of the work being done to bring into closer relation the peoples of the East and West. He pointed out that much greater interest in China was being manifested abroad, and that better understanding would result from the interchange of opinions and by newspaper articles describing the activities of the different nations. He said that American and British newspapers in the homelands were no longer content to have representatives in China, but sending distinguished correspondents here to make investigations, and such responsible staff men as the guest of honour.

Mr. Roosevelt said that he was here to listen rather than to speak. Short as was his visit, it would help him the better to appreciate the position here. Whereas events in China were formerly only briefly dealt with, nowadays newspapers carried a considerable volume of news on Chinese affairs, and, as Mr. Cunningham had stated, there was frequently editorial comment on events here. He had gone into the question of a fuller service of news from China, and found that if his paper carried as much news from the East as from Europe it would cost them in cable charges alone a quarter of a million gold dollars per annum. So that cable charges compelled newspapers in the West to restrict their news from the East, and he thought every effort should be made to obtain cheap cable rates and cheap and efficient radio services.

SARGENT EXHIBITION.

THRONG PACKS ROYAL ACADEMY.

Probably the densest throng that ever has packed the home of the Royal Academy in Burlington House attended the private opening of the John Singer Sargent exhibition on Jan. 14. There certainly has been no gathering in years so reminiscent of pre-war fashionable London.

Every dowager of society seemed to be there along with every grey-haired lover of art. Remarkable old ladies who were in their prime when Sargent was the darling of society and art reappeared, some of them on crutches appeared to reinspect the canvases that were the talk of England a generation ago. So many attended that it was even difficult to look at the 600 Sargent paintings, and the occasion was more like a reunion than an art exhibit.

It was critics' day and the press pays the American master an almost delirious tribute. He is crowned as the greatest portrait painter of the generation and for sheer representation, one of the three greatest artists since Velasquez.

The only serious attempt, however to appraise his faults along with his remarkable gifts was made by the *Times* which regarded him as being weak both in treating substance and form, and considers that his reputation will survive only as a great painter of faces. A curiously similar verdict was pronounced at the exhibition by Margot Asquith, now Lady Oxford, who told friends:

"He was a great genius and a great gentleman—and an American who perhaps was lacking in poetry and soul."

The *Times* critic rejected Sargent's Boston works saying: "They compel the respectful indulgence which is given to the poetical effusions of a master of prose."

Most of the critics seemed to be nettled by the fact that Sargent was an American and took pains to point out that he was born in Florence and educated in France and that he did most of his work in London.

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BLUE FUNNEL PACIFIC SHIPS.

TO BUNKER COAL AT SEATTLE.

Ships of the Blue Funnel Line operating in the trans-Pacific trade will fill their bunkers in Seattle in future instead of in Union Bay, B. C., it was announced on Jan. 7. Ever since the trans-Pacific service of the Blue Funnel Line was established, the vessels have been bunkering in Union Bay, obtaining their fuel supplies from the Canadian Collieries, Ltd., but now will be supplied by the Pacific Coal Company in Seattle. The vessels require from 1,000 to 2,000 tons of coal on each visit to this coast. The str. Ixion, which arrived in Seattle on February 6, was the first vessel of the fleet to take her bunker supplies at that port. The new arrangement will mean that Blue Funnel liners will load about 15,000 tons of coal a year in Seattle, worth G. \$100,000.

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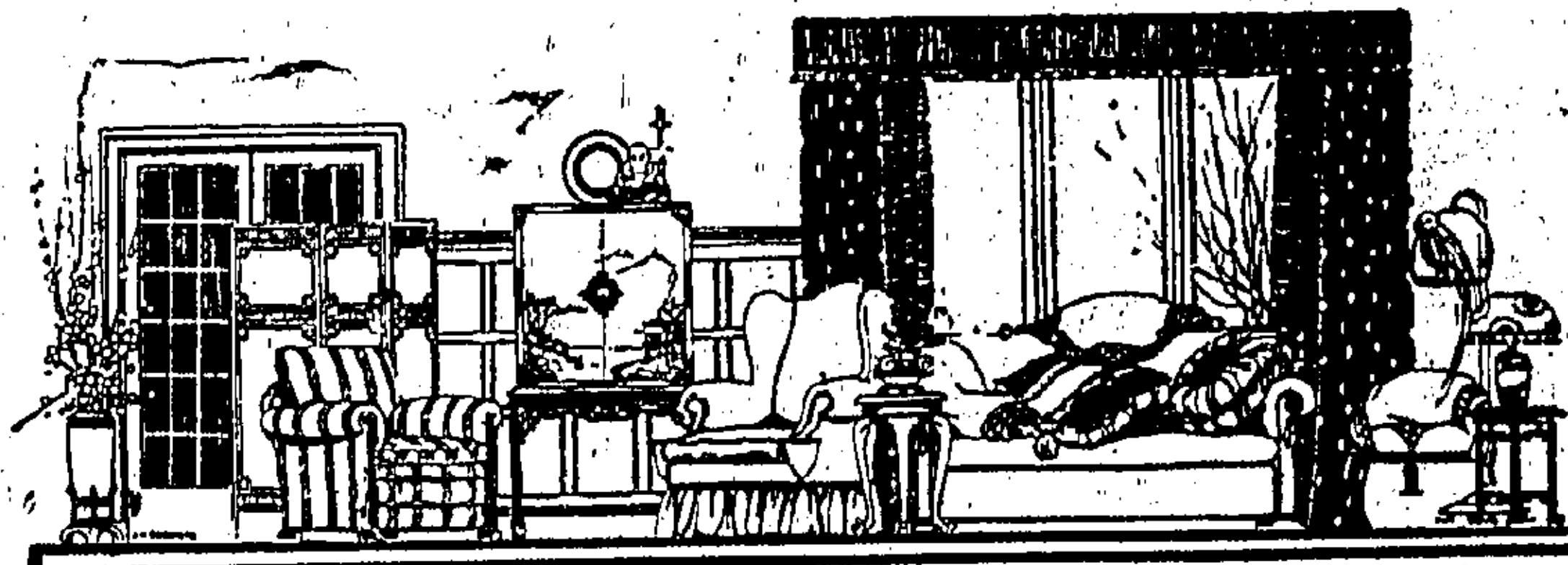
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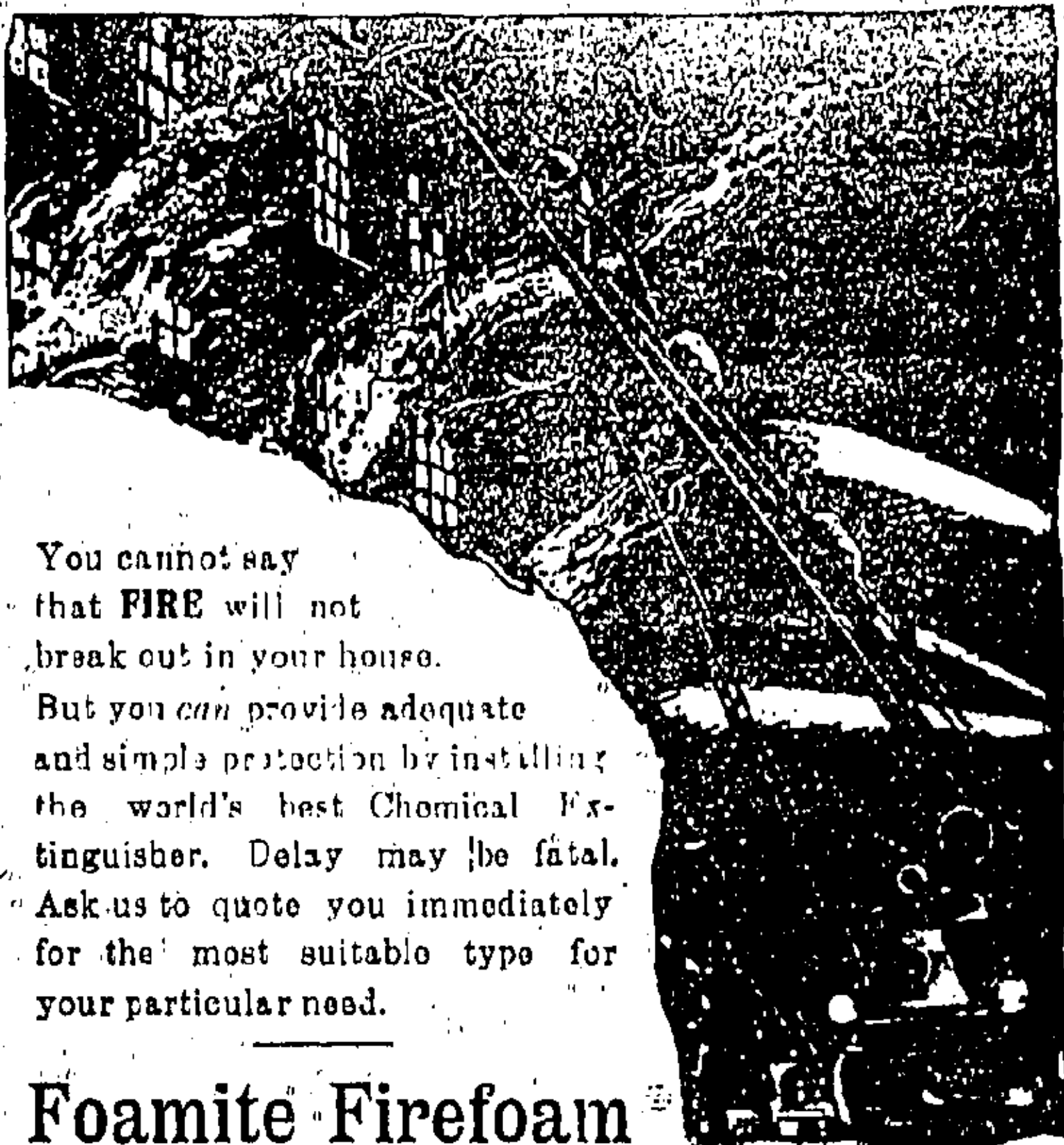
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"SIMPLY A PRISONER."

INTERVIEW OBTAINED
WITH PRINCE CAROL.

[BY LADY DRUMMOND HAY.]

Prince Carol and Mme. Lupescu are maintaining their self-imposed imprisonment in the Hotel de Ville, Milan, beleaguered, as they are, by newspaper correspondents and photographers, all clamouring for interviews or answers to questions on the mystery of his renunciation and his future plans, and demanding photographs of himself and his companion. They have not left their rooms for nine days.

The Prince, in a long conversation I had with him this morning declared: "It is hell staying indoors like this, but I do not know of any other way to escape public curiosity, which is making my life unbearable. I am having no fun out of it. But what else can I do?"

"You don't think that I like being shut up by myself in four walls when the sunshine outside calls me to go motoring?"

HIS HOBBY.

The Prince's great hobby has always been motoring at the highest speed possible. Prince Carol said to me that everything that had been published about his alleged plans was "pure invention. They have not written a word of truth," he continued. "Just because I don't want to say anything people have circulated all kinds of perfectly impossible yarns about me and Mme. Lupescu."

"I read the English and American newspapers every day, but neither Enor Mlle. Lambrino this first wife, who is living in Paris has made any statement to any interviewer except yourself. You are the only correspondent with whom I have talked."

"As for saying anything about my renunciation, I really do not see how I can at this time and in these circumstances."

I asked him whether it is true that he intends to devote himself to industry, whether he is really going to America in connection with motor-cars, and if the plans suggested for his future as given in various newspapers, are really the ones which he means to follow.

NO PLANS.

Prince Carol then repeated what he wrote to me the other evening: "I haven't got any plans. I haven't thought of entering industry or going to America. As for motor-cars, all I know is that I love to drive real speedy ones." He added, rather pathetically: "No one can know what I am going to do, because I don't know myself. In any case, I shall stay in Italy for some time yet—probably in Milan."

Prince Carol confided to me, however, that he was looking forward to touring the romantic Italian lake-land as soon as he can elude publicity.

Mme. Helene Lupescu is indisposed to-day, but she wrote to me in order to clear up the mystery of her identity.

"I am simply Helene Lupescu," she wrote, not the Duchess Hortensia, Princess That or Cousin This, or any one else. While every one is accusing me unjustly of being the heroine of a drama for which I am not responsible, my only fault lies in the fact that I have been loyal and faithful to a friend in a critical moment of his life, which, after all, is the real test of friendship."

Mme. Lupescu denies that she is the "woman in the case," but vaguely hints that somebody else is playing this role.

QUEEN ALEXANDRA'S WILL.

DISPOSING OF FAMOUS
JEWELS.

London, Jan. 24.—Queen Alexandra's will leaves jewels valued at several hundreds of thousands of dollars to the Prince of Wales for the use of his wife, if he marries.

The jewels include pearls, rubies and diamonds. Among the diamonds is a "blue" star, one of the most perfect specimens known. There are also many famous pearls.

It is learned that Queen Alexandra's personal estate is comparatively small. Most of it will go to her daughter, Princess Louise, and ex-Empress Marie of Russia, Alexandra's sister, is given full title to the villa at Hvidovre, near Copenhagen.

Princess Louise will get thousands of heirlooms and priceless trinkets, but all members of the royal family will be remembered. Queen Alexandra was unable to make provisions to continue an allowance of \$17,500 annually to ex-Empress Marie but this will be looked after by King George.

The title to Marlborough House, the late queen mother's town residence, is vested already in King George. The great Sandringham estate which King Edward VII purchased for more than \$1,000,000 goes automatically to King George. The reasons given for her small personal estate include her well-known reckless, extravagance, particularly in charitable donations, and the expense of two huge establishments.

The Prince of Wales will take over Marlborough House in six months after extensive alterations have been made. He will live there with his bride when he marries.

P. I. INDEPENDENCE.

DAY OF NATIONAL
PRAYER.

"Declaration of Washington's birthday, February 22, as a Day of National Prayer for Independence by the people of the Philippines and reorganization of the Philippine press bureau in Washington, D. C., with a view to strengthening it and placing it on a higher standard of efficiency, have been recommended to the Filipino national supreme council by its campaign and publicity committee, composed largely of Manila editors and publicists presided over by former Secretary of Justice Jose Abad Santos."

The people of the islands would be urged to go to their churches during the day of prayer, and dedicate a few solemn moments to thoughts on independence. A general prayer would be prepared for circulation among the people. The step, it is believed, would be good publicity abroad and an effective moral unifier among the people here.

BETTER MEN NEEDED

Assignment of much more experienced and mature men, with established standing in their respective professions or lines of activity is the main feature of the proposed reorganization programme for the Philippine press bureau, it is understood. Those at present responsible for the office are not believed to be fully equipped to the posts they hold and have failed to respond to certain given situations where older men would have known how to act in the best interests of their cause. Secretary Kalaw is understood to have reported to the national supreme council.

WORKMEN'S COMPENSATION

OVER SIX AND A HALF
MILLIONS PAID IN A YEAR.

It is estimated that, including all expenses, the total charge for compensation in the seven great industries in 1924 cannot have fallen far short of \$9,000,000, says a Home Office report, issued recently on workmen's compensation.

Compensation was paid during the year in 490,320 cases, an increase of 10,285 on 1923. Payments totalled £6,675,038, or £459,058 less than the previous year, which was a record.

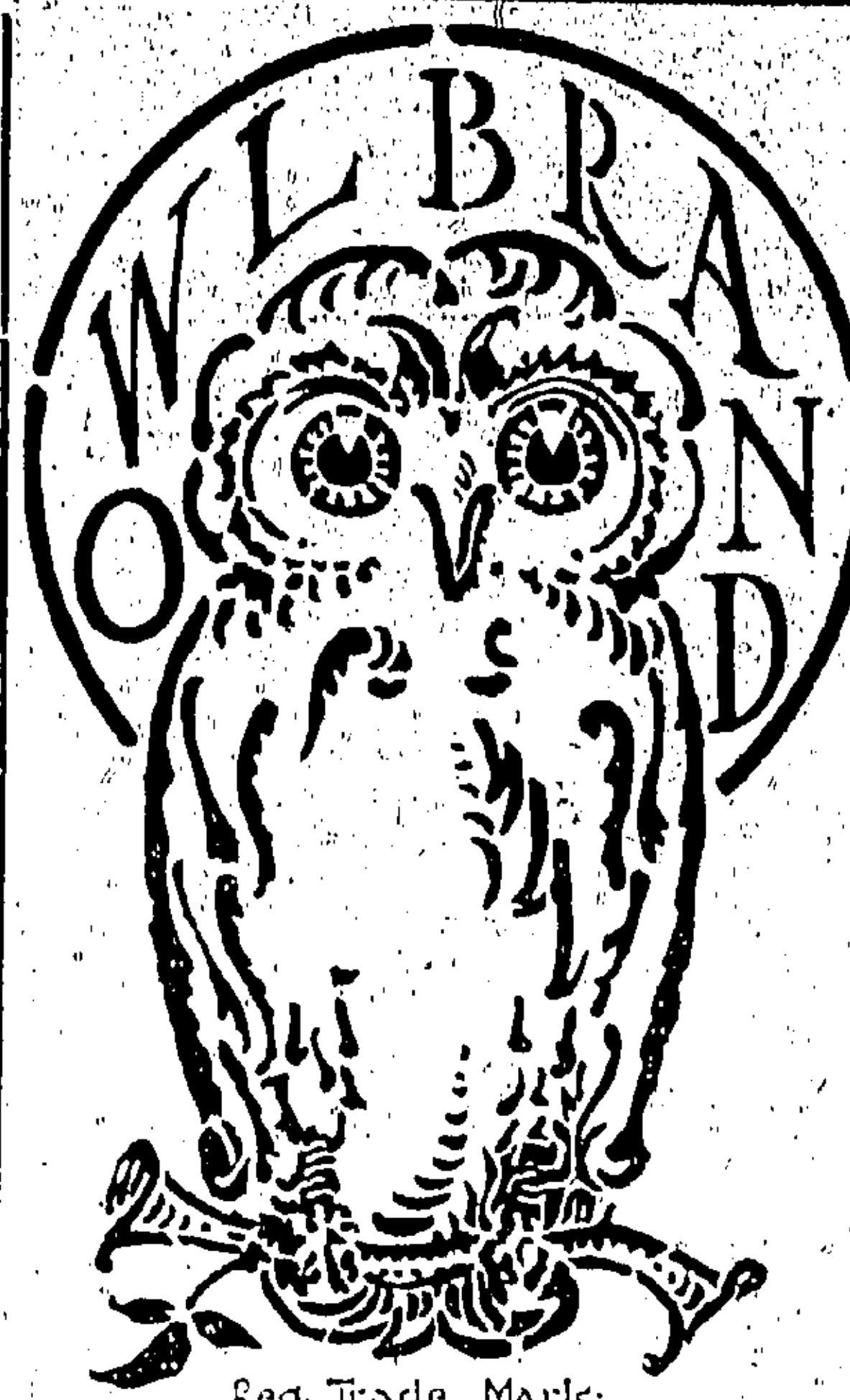
Fatal cases rose from 2,657 in 1923 to 2,872 in 1924, and compensation increased by £195,280 to a total of £786,444. This large increase in the amount paid is accounted for by the increased compensation provided by the Act of 1923.

In the coal mining industry the charge works out at about 3.0d. per ton of coal raised and 4.9d. per pound of wages, compared with 5.7d. in 1922 and 1923. In the case of railways the amount is under 1d. per pound of wages.

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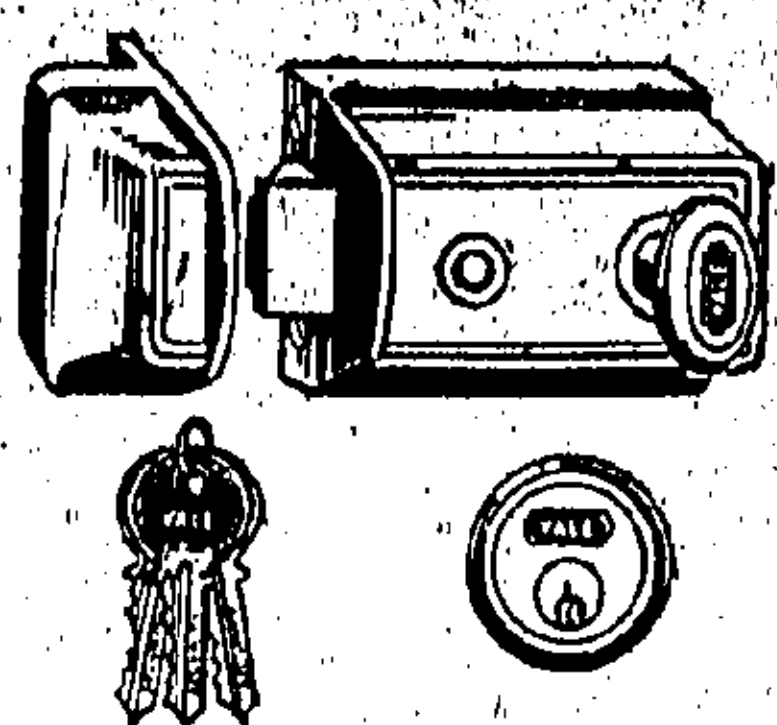
PEEK FREAN'S,

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AMERICAN BISCUIT Co's

LANE, CRAWFORD, LTD.

GROCERY DEPARTMENT.



Whenever you leave your house you leave it Safe—if your door is fitted with a YALE Night-latch.

A Yale Cylinder Night-latch cannot be picked or forced, and can only be opened by the proper key. The word 'YALE' means absolute security.

If your dealer cannot supply you with the Yale Night-latch you require—WE CAN.

MUSTARD & CO., LTD.

Incorporated under the Companies Ordinance Hongkong.

16-17, Connaught Road, Cent.

The Telegraph.

SATURDAY, FEB. 27, 1926.]

THE CUSTOMS INCIDENT.

The firm action taken by the Customs Commissioner of Customs in closing the port until goods illegally seized had been returned for examination and assessment of duty, has had its reward by compliance on the part of the boycott organisation with the conditions laid down. The seized goods have been handed over to the Customs authorities, who have now caused a re-opening of the port. However grudgingly the boycotters may have acted, it is satisfactory to realise that the integrity of the Customs service has been safeguarded as a result of the Commissioner's action. As we have previously pointed out, this action was taken solely with a view to protecting the Customs revenues, and it possessed no other significance. The desired end having been attained, the incident can be regarded as closed.

Unhappily, however, the settlement of this particular dispute does not imply a cessation of the boycott. Indeed, it is quite conceivable that, having been brought up with a round turn on one issue, the leaders of the movement will enforce the boycott restrictions with all the more severity. The fact that they have established a depot for the examination of goods after they have been released by the Customs clearly suggests an intention of continuing the policy of interference with foreign trade. It is in this connection that we should like to see greater unity amongst the foreign shipping companies. One instance was reported yesterday in which a sum of no less than £12,000 was paid by one company for the release of a steamer and cargo seized by armed pickets. We have no knowledge of what company this was, but it appears to us that the payment of such irregular and utterly illegal demands only serves to complicate the situation and is also extremely unfortunate when other concerns refuse to be dictated to by the boycott operators. We would go even further, and say that such actions are contrary to the spirit of international undertakings which imply unity of

action between the foreign Powers and the taking of no unfair advantage by the nationals of one country as compared with those of any other. This is an aspect of the boycott question which might well engage the attention of all the Powers concerned.

As we have said, however, this Customs incident is quite a separate issue from the boycott, but there are two points arising out of the settlement that need emphasising. The first is that the Canton Government, by getting the boycott organisation to return the seized goods, is now placed in the position that it can no longer plead that it has no control over the movement. That is a vital point to be kept in mind in connection with any future negotiations for a settlement. The second matter is that, by complying with the Customs Commissioner's orders, the Canton Government tacitly recognises the supremacy of the Peking Government, since the Customs service is under the latter's control. In these senses, the settling of the Canton dispute has a greater significance than would appear on the surface of things.

A Considerate Government.

If further proof were needed that the Hongkong Government is ready to receive with every sympathy the representations of the Chinese community for relief from unduly pressing conditions arising out of the strike and boycott, the resolution approved at yesterday's meeting of the Legislative Council would more than supply that proof. The rating law of the Colony is based very largely on the Home practice and it has long since been proved that it is generally speaking, equitable if sometimes rather anomalous in operation. But owing to the fact that much newly-erected property in the outlying districts of the Colony are only partially occupied, the landlords in such cases are finding it a hardship that they have to pay rates on a whole house. And, in consequence of representations which have been made to the Government on their behalf, the Legislative Council has, by special resolution, given these landlords a reasonable measure of relief. Our Chinese friends would do well to bear in mind that the Government has chosen to do this at a time when its revenue has been seriously cut by the generally depressed condition of things, and that this demonstration of impartial and benevolent justice contrasts vividly with the treatment which Chinese administrations usually mete out to their own people. It is generally a case of extortionate taxation levied with sweet disregard to justice or ability to pay. Very little has been heard of late by the general public regarding the administration of the trade loan, but we happen to know that the work of distributing the £3,000,000 to business men in need of it is still going on and that it is our Chinese friends who are practically the sole beneficiaries of this accommodation. The record of the Hongkong Government during this strike is surely one of extreme magnanimity, wonderfully in contrast to the spirit of antagonism which has been exerted against it by leaders in the neighbouring metropolis of South China.

EXCHANGE RATES.

Rugby, Feb. 26.

To-day's exchange rates are as follow:	
Paris	131.65
Brussels	107
Amsterdam	12.14
Berlin	29.42
Copenhagen	18.7
Vienna	34.5
Helsingfors	163
Lisbon	2.17/22
Buenos Aires	46.27/32
Shanghai	3/0
Yokohama	1/10 1/2
New York	4.86 1/16
Geneva	25.27
Milan	121
Stockholm	18.13
Oslo	22.37
Prague	104
Madrid	34.3
Rio	7.9/32
Bombay	1/6 5/32
Hongkong	2/4 1/2
Silver (spot and forward)	30.9/16

—British Wireless.

DAY BY DAY.

HOURS ARE GOLDEN LINKS:—GOD'S TOKEN REACHING HEAVEN.—Dickens.

Mr. W. E. Antrim, Manager of the Manila Hotel, is on a short visit to Hongkong.

According to the old Chinese calendar, to-day is the Feast of Lanterns (Shang-yuan-chieh).

An armed robbery occurred at about nine o'clock this morning, at No. 255, Leichikok Road. The men were armed with daggers. Money and jewellery, the value of which is not stated, were stolen.

Arranged by the Kowloon Cricket Club, a fancy dress dance will be held at the Hongkong Hotel Roof Garden on Friday, March 5th. Prizes will be given for the best and most original costumes. Admission tickets can be obtained from the K.C.C.

A Reuter's message from London announces the death of Capt. Edward Winthrop, who is described as a former Harbour Master of Hongkong. His name does not, however, appear in the Civil Service list of former Harbour Masters of this Colony.

The new wing of the Kwong Wah Hospital in Yau-mat, one of the two larger Chinese institutions in Hongkong, will be formally opened next Friday, March 5th, when the Secretary for Chinese Affairs will be invited to unlock the door. At the same time the six graduates from the Nurses Training Class of the Hospital will be given their certificates.

About half an hour after the Sui An left its wharf at Macao for Hongkong yesterday morning, a Chinese steamer passenger committed suicide by throwing himself into the harbour. The steamer was stopped and a lifeboat sent to search, but no trace was found. It is believed that the man had been very unlucky in gambling as he could not afford to pay his passage. Due to the above incident the Sui An was late in arriving.

BRITISH FILMS.**BIG SCHEME AT BRIGHTON.**

Rugby, Feb. 26.

It is generally accepted that the Board of Trade is favourable to the project for a Central National Film studio at Brighton. There is no difficulty, it is understood, about the capital required, which is £300,000. It is proposed that part of this should be guaranteed under the Trade Facilities Act.

Mr. Beddington Behrens, who is the moving spirit in the scheme, expects that the studio will be ready this summer. The Corporation of Brighton is co-operating in a liberal spirit. It is hoped to build up a British technique and film tradition equal to anything in the world.—British Wireless.

UNION WATERBOATS.**THE ANNUAL REPORT.**

The annual report of the Union Waterboat Co., Ltd., for the year ended December 31, 1925, states: The profit for the year, after writing off depreciation and including balance brought forward from last account, amounts to \$51,388.46 which the Consulting Committee recommend applying as follows:—

Transfer to Insurance Fund . . . \$ 6,000.00
Transfer to Super-annuation Fund . . . 5,000.00
To pay a dividend of \$1.25 per share on 27,723 shares which will absorb . . . 34,653.75
Carry forward to 1926 . . . 5,734.71
\$51,388.46

Consulting Committee.—Since last meeting Messrs. C. J. F. Quarles van Ufford and Y. Yamamoto have resigned and Messrs. T. de Meester and S. Kinoshita have been invited to join the Committee.

Auditors.—The accounts under review have been audited by Messrs. Linstead & Davis chartered accountants, who retire, and, being eligible, offer themselves for re-election.



The dawn of each New Year fills us with high and ennobling resolves. In the words of M. Coue (as near as doesn't matter), we resolve overnight that every day, in every way, we will try to live better and better; and to our national credit let it be said that there is not a man amongst us who fails to keep his resolution—until breakfast-time next morning. Then we are confronted with the grim spectre of Demand Note, Schedule D, First Instal-



ment, and instead of striving to live better and better we promptly give way to base and criminal desires, and wish for nothing better than the opportunity to impale the skulls of the local tax-collectors on the spikes of the postern-gate.

Should I ever become a M.P. (which is not unlikely, seeing that I am rapidly approaching that state of senile imbecility when my services might be useful to my country) I shall bring in a Bill to make First Instalments payable on some day other than New Year's Day, say 20th, February; or, better still, 30th, February. "For it is the height of paradox to go about wishing each other a Happy and Prosperous New Year when we know that in a few days' time many of us will be standing outside the public houses playing 'Land of Hope and Glory' on the corner; all our ready money having been taken to make England, our England, a land fit for American jazz-bands to live in."

But come! I don't want to sound an altogether lugubrious note on a laudable, if abortive, New Year's custom; so let me quote a little "uplift" poem, specially written for my readers at my request by Dr. Feign Crank:—

Not only when December ends
Should we make resolutions;
Each day's a day to make
amends.

Resolves, and restitutions;
Each day commences some New
Year

Wherein our quondam sorrows
May yield their place to hopeful
cheer—
That's why we have To-morrows.

I see that an English firm of orchid-fanciers has just despatched an expedition to Burmah to run-sack the Burmese forests for new varieties; and this reminds me of an expedition of which that silly old fool, Professor Barmion Crumpett, F.Z.S., was a member, and whose object was to scour the Indian jungle for fresh species of Bombay duck. The professor, however, constantly permitted his attention to be distracted from his duties by the weird behaviour of the fakirs he was perpetually meeting. One of them was standing on his head in a flower-pot reciting the works of Sir Rabindranath Tagore backwards. Another was sitting on a baked potato trying to count up to a billion. A third was undertaking a pilgrimage to Benares, walking on his hands with a beehive balanced on his feet. A fourth was under a vow to live for a week immersed in a tub of Indian ink with his face turned towards the Taj Mahal and his back towards the Leicester Picture House. The result of this neglect was that an hour before the expedition was due to return the Professor hastily collected a brace of mongooses, four young crocodiles, and a bottle of mango chutney, which he subsequently palmed off upon his unsuspecting employers as the fruits of his toil.

EMPIRE-STOCKTAKING.**THE COMING CONFERENCE.**

Rugby, Feb. 26.

The newspapers anticipate that the October meeting of the Imperial Conference will afford an

I hear that Mrs. Moldeigh Marthagh's Christmas house-party at Mildow Manor, Mac-closfield, was a great success. Nearly everybody was violently ill after the Christmas pudding, especially old Sir Horvey Stoughor, who inadvertently swallowed the sixpence. The issue was complicated by the fact that the cook, having had no sixpenny-piece handy at the time of the pudding's manufacture, inserted three pennies, five halfpennies, one farthing, and a packet of pins, all of which were incorporated in Sir Horvey's slice. Fortunately the house-party included two eminent surgeons in the persons of Dr. Codley Veroyale and Dr. Glauber Saltz, who kindly consented to operate; and a most amusing and instructive evening was spent delving into Sir Horvey's innards for treasure trove. I understand that everything was recovered except the packet of pins. Fortunately they were only rusty brass ones.

Twice already I have recently been privileged to take off my hat to Liverpool in this column, and to-day I do it again to mark my appreciation of its progressive step towards the solution of the smoke problem. 250 all-electric houses are to be erected (I hope by all-electric bricklayers) which will boast neither fireplaces, chimneys, nor flues, everything being done by those handy little volts and amps and ohms, and things. That the necessary current will be supplied at so low a figure as a halfpenny a unit seemed impossible to me at first. But my friend, Professor Anaesthesia Bilgewater, informs me that this is by no means impracticable. For years he has lit his own house at a negligible cost solely by the power derived from coupling-up electric eel; while all the current required for cooking and heating has been derived, with out any expense whatever, from the simple process of warming cats in front of



an oil-stove and briskly brushing their fur against the nap.

Calling at my bank last Monday and seeing eight cashiers standing guard over my overdraft and a whole platoon of clerks awfully busy making it more, it occurred to me that sailors should not be the only fellows to have their labours lightened by the singing of chantes, and I accordingly went straight home and penned the following:—

BANK CLERKS' CHANTY.

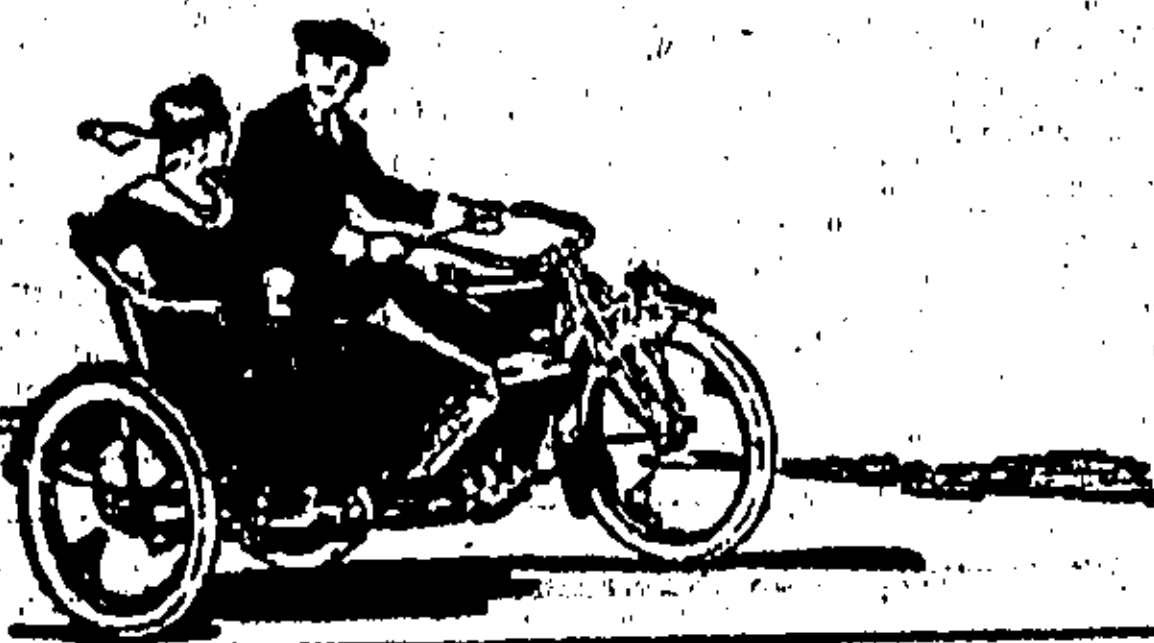
Heave away the ledger, lads!
Get the journal out! (Bank rate's gone up one per cent!)
Save our poor old customers from going up the spout! (Bank rate's gone up two per cent!)
Examine all the cheques, lads, very carefulloo,
And if we cannot meet 'em, return 'em marked "R.D."—
The manager's at lunch, lads, and Drake has put to sea,
And Bank rate's gone up three per cent!

You notice the true nautical chanty touch? Good! Second verse—

Enter up the pass-books! Tot the payings-in! (Bank rate's gone up four per cent!)
To strike the daily balance, lads, let us all begin!
(Bank rate's gone up five per cent!)
Add up all the columns of our toll of L.S.D.—"Six and thirty's thirty-six, nought and carry three"—
Nelson's gone a-sailing, and the boss has gone to tea,
And Bank rate's gone up six per cent!

opportunity for a more than usually comprehensive Empire-stocktaking. It is stated that one of the many subjects that will come under review will be that of providing means whereby closer consultation between the Imperial and Dominion Governments on foreign affairs may be secured.—British Wireless.

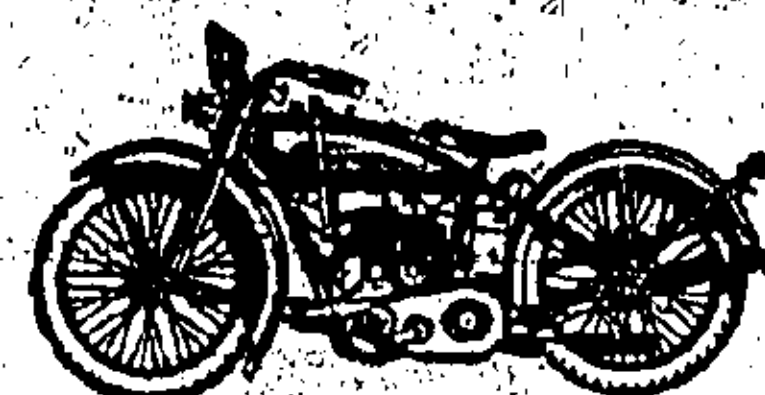
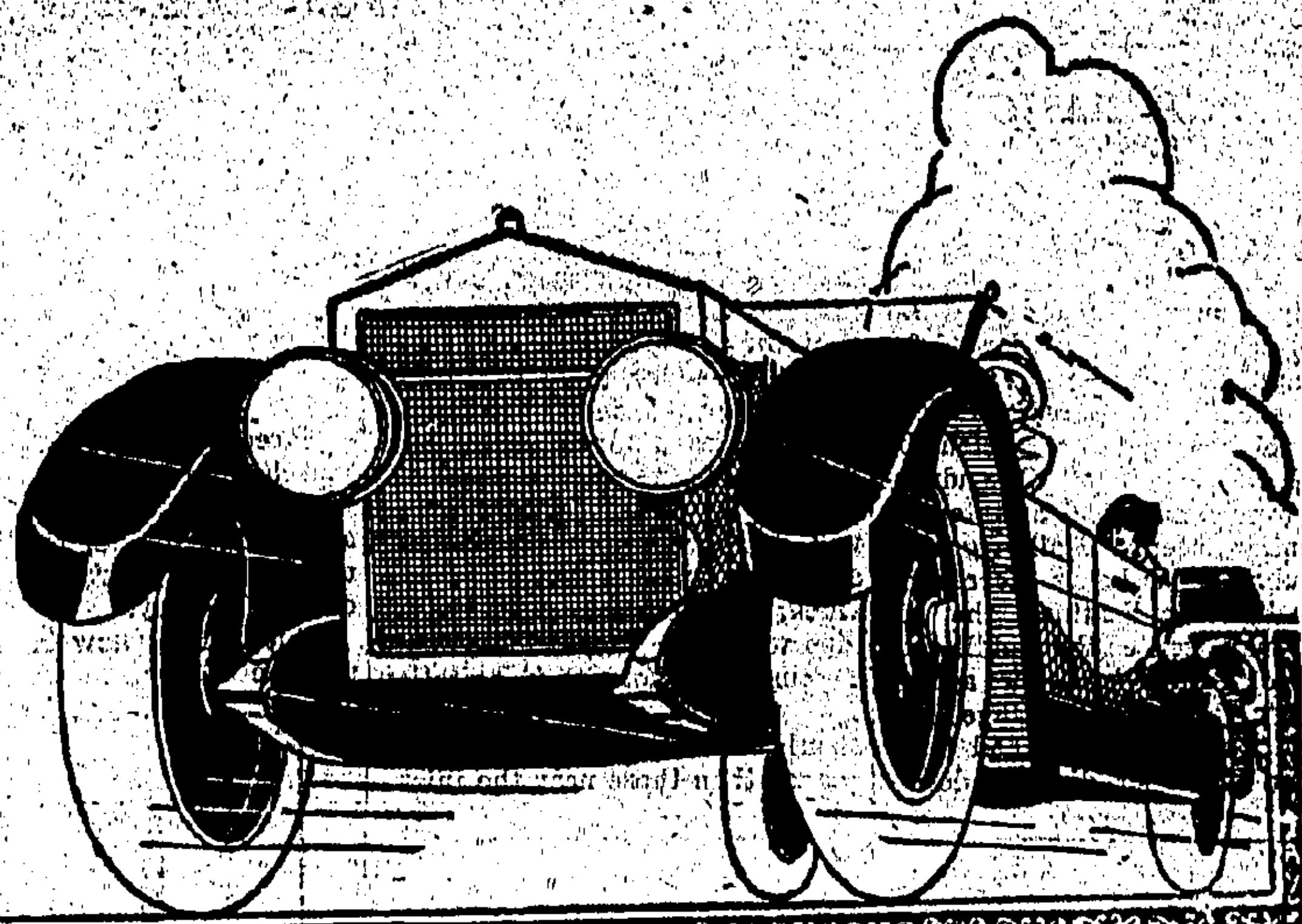
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.

SATURDAY, 27th. February, 1926

(Being the Official Organ of the Hongkong Automobile Association.)



70-80 SWIFT MILES PER GALLON.

We are pleased to announce that by the

S. S. "EMPRESS OF ASIA"

arriving on the 26th instant we are receiving a shipment of the famous Harley-Davidson Single Cylinder Overhead Valve Models, with Hand Clutch and Footbrake.

Drop in and allow us to demonstrate this wonderful machine.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.



CURRENT COMMENT

Peak Fire Equipment.

Probably many a sign of relief went up from Peak residents on Wednesday last, when the *Hongkong Telegraph* published the news that the question of providing the Peak district with suitable fire appliances, really was receiving attention. In an interview with the Captain Superintendent of Police, a *Telegraph* representative, learnt that it is proposed to provide a number of motor cycle fire fighting machines for the purpose. Past experience has taught that it is next to hopeless to rely upon the big machines for work on the Peak, and even if one were installed there, it would not be able to reach the majority of houses, owing to narrow roads and inaccessibility of buildings.

The Only Solution.

Obviously, the only solution is the motor cycle suggestion. Both in the British Isles and America, there are several different types, and it has been found that these small outfits prove an invaluable adjunct to the ordinary heavy equipment. In these notes we have frequently advocated the provision of such machines, and from time to time, illustrations have been published of the various types which have given every satisfaction in other countries. One of the British machines is shown on this page.

Road Maintenance.

Mr. Chaw Yew Tsu, the new Director of Public Roads in Canton and adjoining districts, in a report to the Bureau of Construction, states that the present elaborate system of offices established in the East River and Southern Sectors are unnecessary for the present requirements. He states that the cost of maintaining this system of offices, which is composed of twenty more branch offices established in these sectors, far exceeds the services rendered by them. He therefore proposes to abolish for the present, and until circumstances demand their reestablishment, all branch offices, and to appoint the magistrates of districts to

take charge of public roads in their jurisdiction. This will be effected under the Bureau of Construction, and thus the expenses of maintaining branch offices are automatically cut down.

To Secure Funds.

Further, in order to secure funds for road construction, he proposes to add a surtax of ten per cent. on tobacco and wine, and a surtax of twenty cents on all Trading Licences, to be set aside expressly for the purpose of road construction and upkeep. On referring to the report of the Director of Public Roads to the Department of Treasury, it is said that the Treasurer minutely in the report to the effect that the new scheme of taxation which is now in operation has already included a higher taxation on tobacco and wines, and therefore an extra surtax is inadvisable for the present. As to the surtax of twenty cents on all trading licences, a great part of which is already earmarked for political and educational purposes, the Bureau of Public Roads should confer with the mayors of Municipalities and Magistrates of districts as to how the imposition of a surtax is carried out. In the meantime, the Treasury will issue a mandate to all Mayors and Magistrates to co-operate with the Public Roads Bureau in the collection of taxes.

Pneumatic V Solids.

It is gratifying to note that the majority of new motor lorries and trucks are equipped with pneumatic tyres. It has been proved that from the important wear and tear of roads aspect, that pneumatics are much to be preferred. Occasionally we notice a motor lorry with solid tyres which have worn down almost to the very rims themselves. These must damage the road surface very considerably, and owners should be instructed to renew the tyres, failing which the licence for the offending vehicle should be suspended.

MOTOR CARS AND SAILING BOATS TOGETHER.



A sailing boat made its appearance in the flooded Maidenhead (Eng.) streets. It is seen manoeuvring for position in the traffic.

ALCOHOL AS FUEL.

ADVANTAGES AND DISADVANTAGES.

Three years of study by American chemists into the possibilities of alcohol as a motor fuel have brought them to the following conclusions:

These would be the advantages:

1—It generates less heat by combustion and, consequently, requires less cooling water.

2—The cylinder temperatures are lower, thereby decreasing cylinder lubrication difficulties.

3—The rate of flame propagation is less, and the pressure more nearly uniform through the entire stroke of the piston, resulting in smoother operation, less vibration and less knocking.

4—The engine develops from 10 to 20 per cent. more power than with gasoline, and at any one compression gives a greater heat efficiency.

5—Alcohol can be used at much higher compressions than gasoline without danger of pre-ignition. The best compression pressure of gasoline is about 70 pounds to the square inch, compared with 180 pounds for alcohol.

These are the chief disadvantages of alcohol as a motor fuel:

1—Having low volatility, it is hard to obtain an explosive mixture of air and alcohol in cold water; hence difficulty in starting when cold.

2—Alteration of carburetor adjustment is necessary because of great difference in the explosive mixture.

3—The explosive mixture is formed within narrower limits than gasoline and air, therefore the engine has a much lower flexibility.

The explosive mixture with gasoline is between 15 and 23 of air to one of gasoline. With alcohol it is 9.5 to 11.5 of air to one of alcohol.

Cuba sees many autos run on alcohol. The reason is alcohol is much cheaper there than gasoline.

AUTO FREIGHT LINE.

Permission has been given to a Pacific coast concern to operate an auto freight line between Hoquiam, Wash., and Portland, Ore.

IMPROVED ENGINES.

THE OIL QUESTION.

"I look forward to the day when any good car can be expected to cover at least 100,000 miles with no mechanical attention to the engine."

Thus does Neil MacCoubi, prominent oil and lubrication authority, predict better times for the motorist.

He bases this prophecy on the efforts of engineers to-day to improve the running qualities of automobile engines, through better design of parts as well as more effective use of oil and fuel.

At this point, however, MacCoubi sets up a snag for the auto engineers. He questions their present line of attack in attempting to improve oils and fuels for the engines they have already designed.

Are they putting the cart before the horse? Isn't it just as logical to find the right engine for the oil that is obtainable as it is to find the right oil for the engine that's being produced to-day?

TRIPLES IN FIVE YEARS.

Motor vehicles in England have nearly tripled in the last five years. In 1919 the number was 247,800. Now it is 712,900.



"I have been arrested for driving too slowly!"
"Too fast, you mean!"
"No, too slowly. I stole the car but was caught!"
Pole Mals, Paris.

NEW YORK'S FUTURE.

STREET BRIDGES.

Preparing for the future as it has never done before, New York sees itself as a veritable state, reaching as far north as Poughkeepsie, 100 miles away, and as far east as the Connecticut state line.

Spreading beyond the bounds of the original city on small Manhattan island, New York is planning for the widest possible stretch it can encompass. The idea in the mind of its officials is to develop a system of transportation and traffic that would take care of such a state.

"New York City must stretch its limbs through Westchester county, possibly as far as Poughkeepsie," says Mr. John F. Hylan, "reaching to the state line of Connecticut and running far into Long Island."

"In the hope of producing good results from the traffic standpoint," he explains, "we have not only advocated the removal of elevated and surface car lines, but we have also given careful consideration to such plans as vehicular tunnels, widening of existing roads, laying out of spacious streets and boulevards in unmapped sections of the city, introduction of arcaded streets, removal of subway stations from centres of roadways, requiring new buildings to be set back for the ultimate widening of the street, and cutting through of express streets."

The last operation itself, Mr. Hylan points out, would entail a cost of about \$25,000,000 a mile.

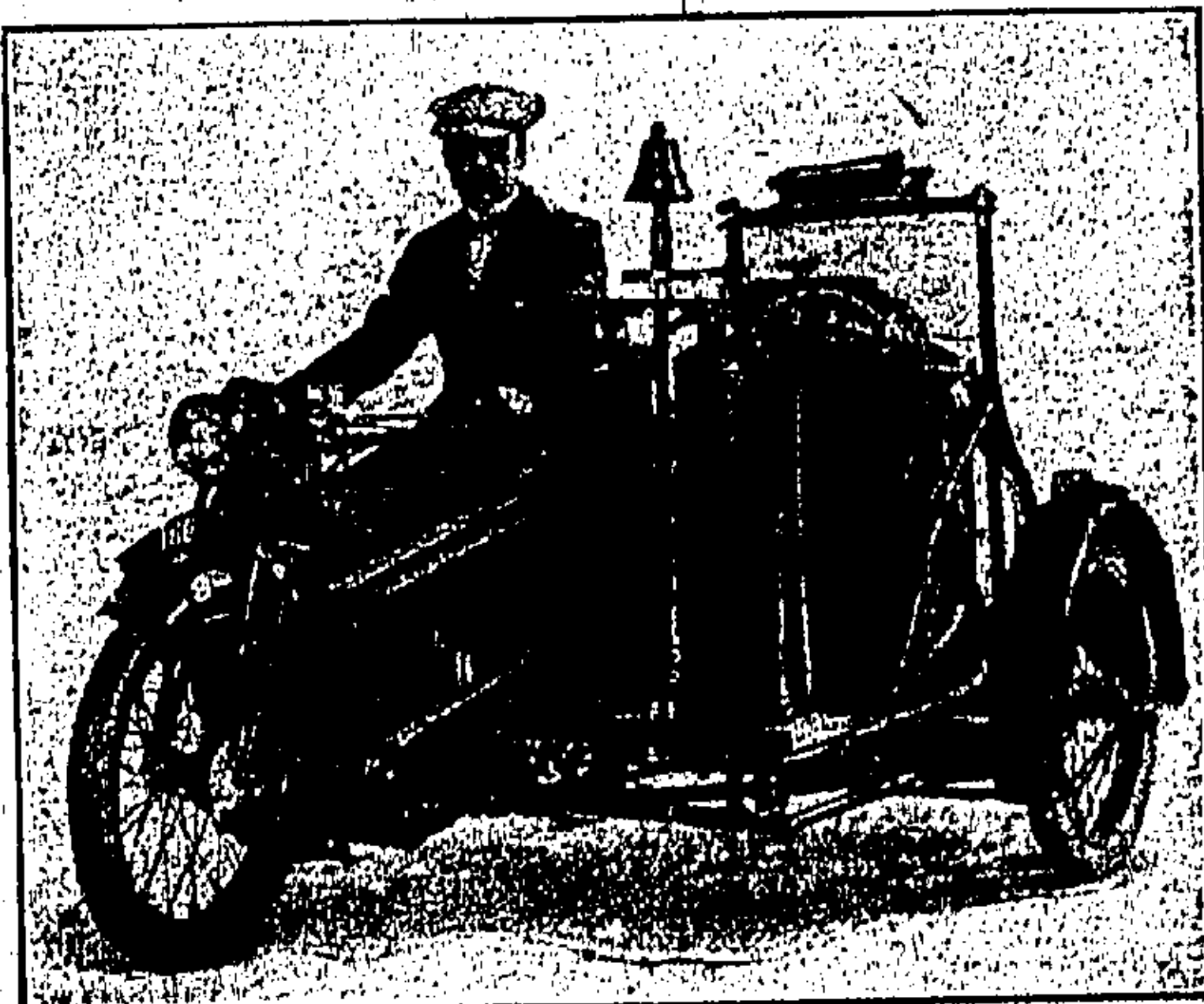
In the same process of development, New York engineers picture pedestrian traffic on a different level from vehicle traffic, with bridges crossing all streets, rail cars underground and the original streets devoted solely to auto traffic.

BETTER BY NIGHT.

Do automobiles run better at night—and why?

A British engineer says they do, and explains it by showing that the greater percentage of oxygen in the air after the sun goes down tends to produce more power in the explosions which accounts for increased engine efficiency.

PRACTICAL SOLUTION TO PEAK PROBLEM.



After many pleas made in this motor supplement, it is gratifying to know that the Fire Brigade authorities favour the provision of vehicles similar to the above, for fire fighting purposes in the thickly populated Peak district. It only needs the sanctioning of financial outlay incurred, to see the new scheme brought into effect.



Mobiloil

Make the chart your guide

Simple arithmetic—very simple.

Your yearly oil bill is but 2.6% of the cost of maintaining your car.

Yet the constant use of the right oil will out your repair bills by at least 50%.

When you ask for "light" or "medium" or "heavy" oil at different garages, you are not saying anything—you are just making signs.

Neither the government nor the refiners have established standard for "body" in oils.

But when you ask for Gargoyle Mobiloil "A" you will get exactly the same oil from England to Australia and from India to Russia.

That is true of every grade of Gargoyle Mobiloil including the grade approved for your motor car engine by its makers.

VACUUM OIL CO.

JAILED 10 SUNDAYS.

An experiment, looking toward a new solution of speed menace, is reported from Miami, Fla., where a judge sentenced a man guilty of reckless driving to spend 10 consecutive Sundays in jail. The court figured that this would entail no hardship upon the man's family such as would be involved in the loss of 10 working days.

LESS AUTO "LUXURIES."

Decrease in the United States revenue from automobile excise taxes has shown the extent to which auto parts and accessories have been reclassified within the last year as no longer being in the luxury class. More than \$1,000,000 less was collected during September of 1924 than a year before.

PNEUMATIC AGITATORS.**WAYS OF ARRANGING.**

Any source of compressed air supply can be readily adapted for the agitation of liquids. Pipes used should, of course, be clean and not subject to corrosion by the liquid dealt with. One advantage over mechanical agitators is the entire absence of oil or grease, no lubrication being necessary. In certain applications the air used may serve the additional purpose of oxidation. The agitating jets may be arranged in several ways. One method is to insert a single jet, directed down-

wards, in the middle of the liquid mass. Alternately, a series of jets may be arranged around the sides of the containing vessel, their nozzles directed towards the centre of the fluid mass. Where only gentle agitation is required, the air should be introduced through one or more perforated pipes arranged on the bottom of the containing tank. If the perforations be turned to face the bottom, the rising bubbles of air will be more evenly distributed; and if a suitable valve is provided, no liquid will enter the air pipe when the pressure is cut off. To ensure uniformity in agitation the most remote perforations should be larger but more closely spaced than those near the inlet.

UNIFORM ROAD WARNINGS.**STANDARD SIGNALS SUGGESTED IN U.S.A.**

(Special Report to the Hongkong Telegraph.)

Three years of intensive research and study have finally yielded a standard code of signals and signal lights, to be recommended for general use throughout the country.

This code is now in the hands of the American Engineering

Those interested in this study included groups representing automobile manufacturers and owners, automobile accessory makers, railroads and the Interstate Commerce Commission, insurance companies, scientific and technical societies, and other

signals and many other forms of signalling.

One committee in this research work made a complete study of signals and traffic control in cities of more than 100,000 population. Another committee studied the relative visibility of coloured lights now in use, going even so far as to consider their visibility against certain backgrounds and in various conditions of atmosphere, dust, fog or rain.

A third committee studied the non-luminous signs and signals and suggested appropriate colours, forms and symbols for various uses.

Yellow Better Than Red.

Out of this thorough research comes the new code for standard signals. Standard signs for various types of crossings have been devised, with standard colours for each. Colours for headlights and tail lights, as well as other forms of signal lights have been established and are recommended for general adoption.

One of the most significant findings is that yellow is the proper colour for tail lights, indicating caution rather than stop, the signal supposed to be indicated by red.

Red, however, is recommended because of the colour's general adoption. If a change is made, the committee suggests, it should be from red to yellow.

In addition to a uniform code, based on these recommendations, the committee sees the importance of a campaign to educate the public into the proper knowledge and use of the standard signals.

BIG BUS PATRONAGE.

Three big city bus companies in New York, Chicago and St. Louis carried 140,000,000 passengers in the first 11 months of 1925.

SALT CUTS ICE.

Cleveland has found a way to clean the streets after a heavy snow and make motoring safe. After every snow storm salt is scattered over the street. The salt helps to cause quick melting of the ice.

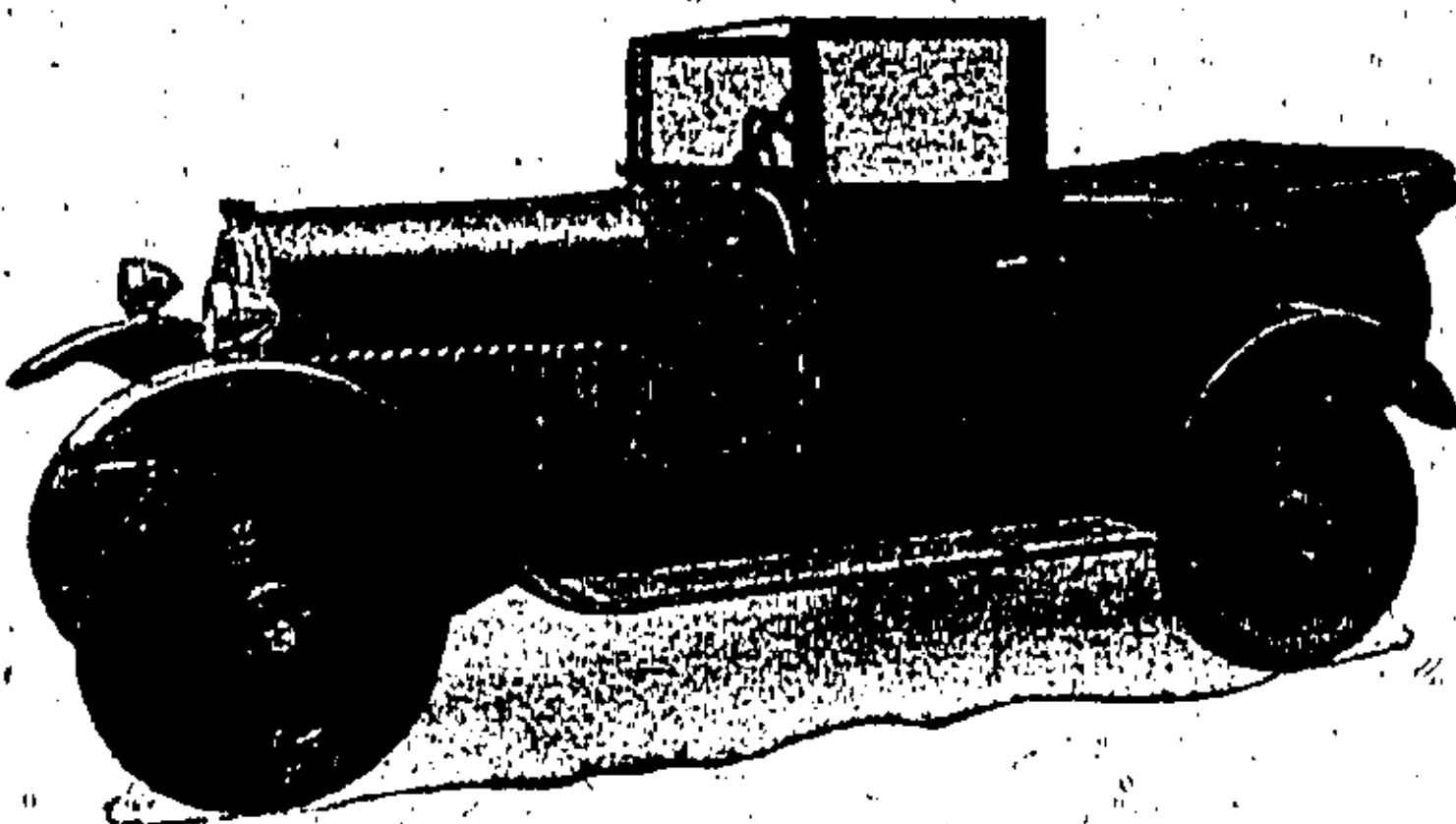
SPORTING CYCLISTS AND THE RED REAR LIGHT.

A large number of cyclist, motor cyclist, and other members of the Sporting Protection Branch, National Workmen's Constitutional Council, Thornton Heath, have declared themselves in favour of a clause in the Road Vehicles Bill making it compulsory for cyclists to carry a red rear light on their machines at night for their own protection, and to make the roads safer for motorists and other users. The Council have notified the Minister of Transport that several thou-

sands of their members sincerely support the compulsory red rear light on cycles, which, they contend, will reduce accidents, help motorists at dark and make the roads safer for all drivers. Under the present conditions it is very difficult for motorists to pick out cyclists, who, in pitch dark nights, are often travelling two, and even three, abreast, to the danger of themselves and others. The association would also like to see a clause in the new Bill that cyclists should only ride two abreast in daylight, and single after dark. Those wishing to support the efforts of the Council to get the clauses inserted in the Bill should write to the hon. secretary of the association.

G. W. K.

THE EASIEST CAR TO DRIVE



Ideal for Hongkong

10.8 H. P. (Four Seater)

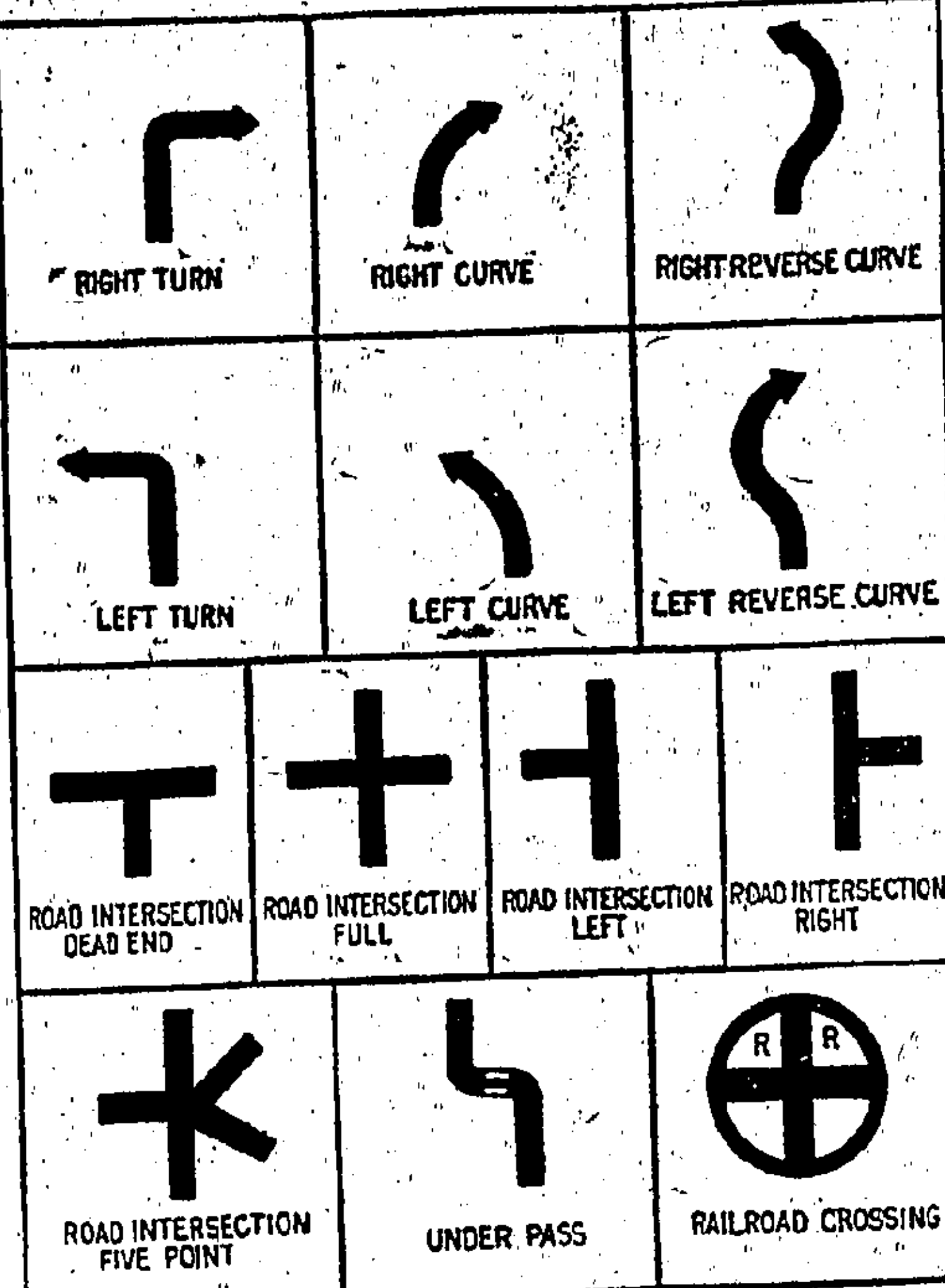
A Gear for Every Gradient

\$1,050 Ready for the Road

Full Particulars from:-

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.



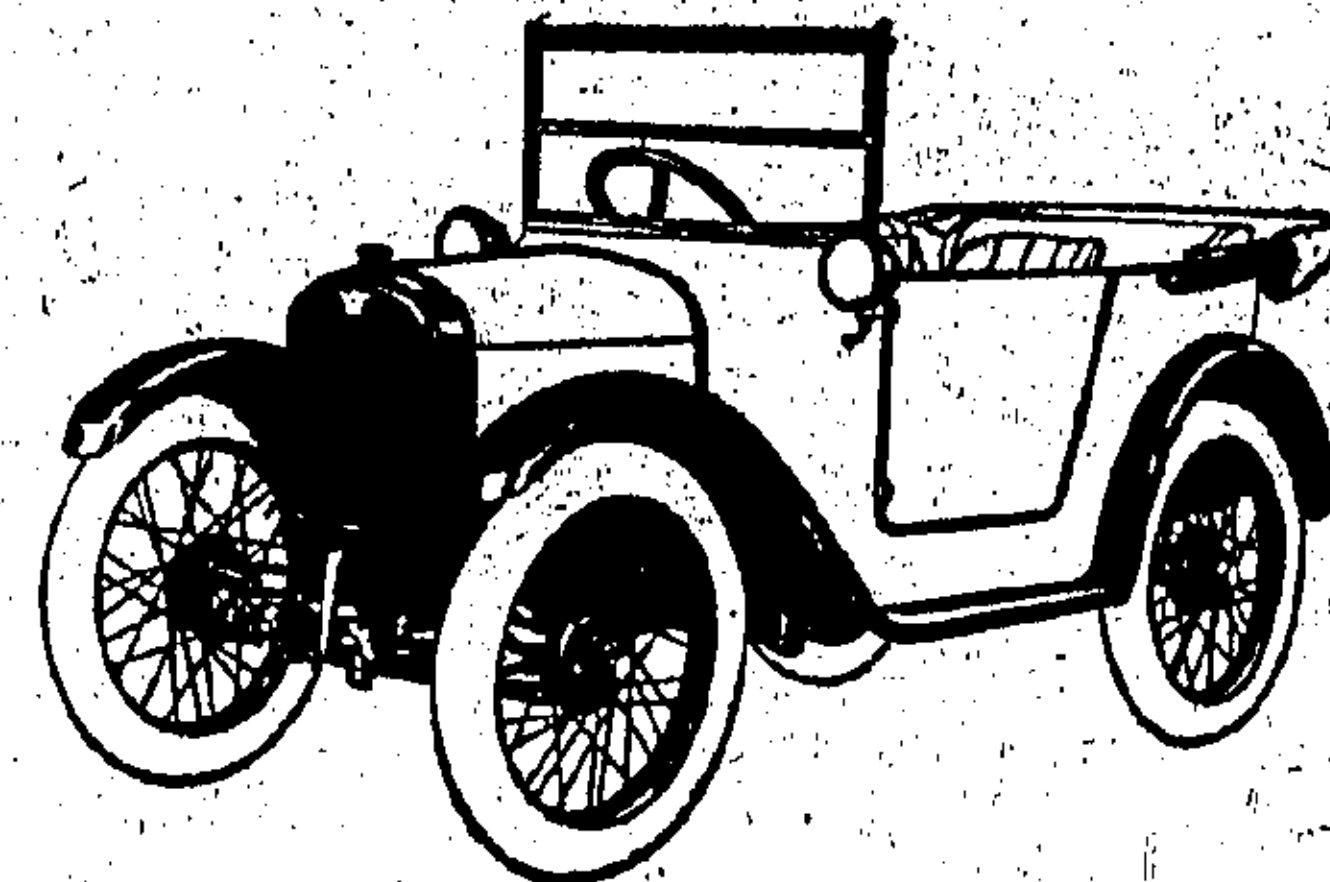
Standards Committee, which is to sponsor the movement for its nation-wide adoption.

Fifty national organizations are represented on this committee and three sponsors of national repute are backing the recommendations. These are the U.S. Bureau of Standards, the National Safety Council and the American Association of State Highway Officials.

organizations having an administrative interest in this work.

Covers All Phases.

The scope of the study covered the use of coloured lights on highways, streets and at various crossings; their use for signals of railroads; co-ordination of colour form, position and number of signals; colours for non-luminous

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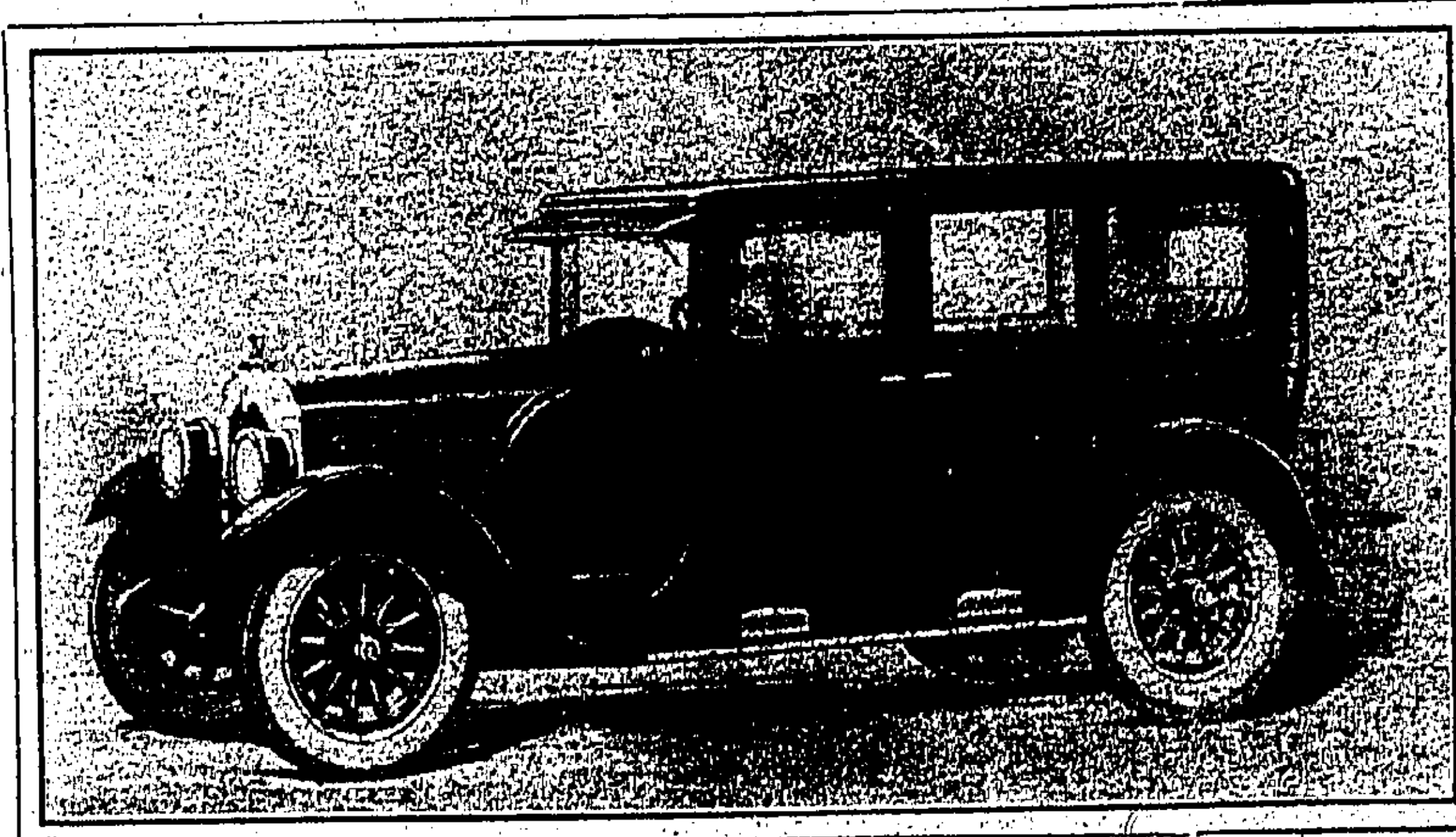
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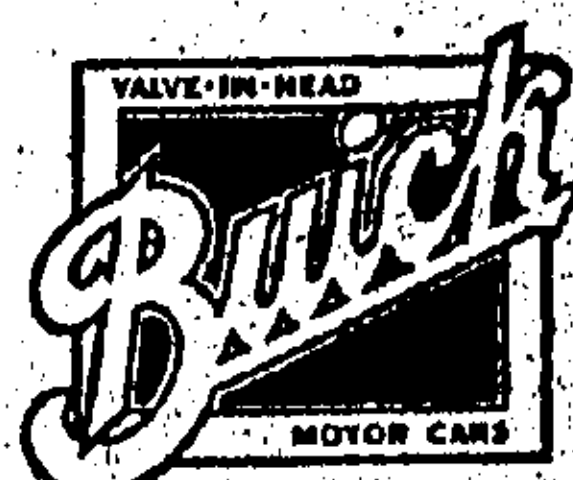
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THE BANK MEETING.

REFERENCES TO THE BOYCOTT MOVEMENT.

FAITH IN COLONY'S FUTURE.

WORLD TRADE CONDITIONS REVIEWED.

The ordinary yearly meeting of shareholders in the Hongkong and Shanghai Banking Corporation was held at the City Hall at noon to-day, the chair was taken by Mr. G. M. Young, and with him were the following members of the Court of Directors:—Mr. H. P. White (Deputy Chairman), Hon. Mr. P. H. Helyar, Hon. Mr. A. O. Lang, Mr. W. H. Bell, Mr. D. G. M. Bernard, Mr. A. H. Compton, Mr. W. L. Patten, Mr. J. A. Plummer, and Mr. T. G. Weall. There were also present Mr. A. H. Barlow (Chief Manager), Mr. A. C. Hynes (Manager), and the following shareholders:—Hon. Sir Henry Pollock, Hon. Mr. H. Bird, Commodore A. J. B. Stirling, Capt. T. Arthur, Dr. Sanders, Mr. T. G. Weall, Mrs. Hegarty, Messrs. D. J. Lewis, T. E. Pearce, Ho Kong-tong, W. W. E. Pearce, Ho Kong-tong, G. E. Towns, H. P. Thomson, Le Cheung-wan, R. A. Dastur, A. H. Stapleton, C. F. Nicolay, A. H. de Silva, B. A. Hale, C. A. Middleton, Smith, A. S. D. Cousland, Ho Fook, J. M. McHutchison, Chan Lim-pak, D. Templeton, J. D. Kinaird, S. H. Michael, V. Goulbourne, P. S. Cassidy, C. B. Brown, Stewart Smith, Lo Man-hing, Lo Cheung-ting, H. G. Hegarty, E. A. Ram, Lee Conn, D. V. Stevenson, W. C. van der Steen, S. Stevenson, L. S. Greenhill, N. V. Croucher, J. W. C. Bonnar, F. A. Joseph, S. M. Churn, Mok Kon-chi, G. M. Dalgety, C. J. Cooke, C. A. de Rosa, J. Walker, D. H. Cooper, K. S. Morrison, F. R. Marsh, Fung Kong-yuen, A. Silva Netto, J. M. Alves, H. B. L. Dowbiggin, F. Austin, A. K. Henderson, E. H. Summers, R. M. Smith, E. G. May, L. S. Dowbiggin, P. K. Kwok, W. E. Van Epps, F. G. Carroll, G. Grimble, W. A. Eustace, G. B. Layton, H. R. B. Hancock, A. Murdoch, A. Denison, J. Fleming, H. S. Hills and G. Murray.

CHAIRMAN'S SPEECH.

The Chief Manager having read the notice convening the meeting, the Chairman said:—Gentlemen, the report and statement of accounts having been in your hands for some days, I shall, as usual, take them as read.

I trust the day will soon come when a successor of mine in the chair will be able, in his opening remarks, to refer to a past year of prosperous trade and peaceful activity throughout China. It is a long time now since such a happy state of affairs could be recorded, and I imagine the year recently ended, will long be remembered as one of the most unsatisfactory and difficult that merchants in China have experienced. Trade has been hampered in every direction: civil wars, strikes and boycotts being the order of the day, all as detrimental to trade and the welfare of the country, as disturbing to the peaceful life of the industrial population. In the circumstances, your Directors think it is a matter for congratulation, that the earning power of the Bank has been so little affected, and they are in a position to lay before you a balance sheet, which they feel assured you will consider eminently satisfactory.

The result of the year's working, including \$3,390,608.94 brought forward from 1924, shows a net profit of \$15,846,978.01 as compared with the net profit of \$16,383,882.01 for 1924. The interim dividend paid in August, of \$180,000, at exchange 2/3.7.8, absorbed \$4,132,735.48. After deducting that amount and \$50,000 remuneration to Directors, there remains a balance of \$11,664,242.58, which, as you have seen from the accounts, is proposed to appropriate as follows:—"Pay a final dividend of \$3 per share and a bonus of \$2 per share (subject to deduction of income

quarter being on a scale sufficient to influence the price. It seems hardly likely, however, that large quantities of the metal will be disposed of at present, and in any case, sales would probably be gradual to avoid unduly disturbing the market.

The total production of silver throughout the world last year is estimated at 258 million standard ounces, 62 million standard ounces being shipped from Europe, Australia and America, to China, and 109 million standard ounces to India. Included in the latter figure, however, are standard ounces six million re-shipped from India to China, bringing the latter country's imports of silver in 1925 to an estimated total of standard ounces 68 million, as compared with approximately 61 1/4 million standard ounces in the previous year.

It is estimated that gold to the amount of £40 1/2 million was imported into India in 1925, as compared with £26 1/2 million in 1924. Prosperity in the Straits Settlements and Java has led to a moderate but steady demand for gold in the form of both sovereigns and bars, and, so far as we can estimate, importations by those countries from London, South Africa and America amounted to £3,000,000, in addition to which £2,250,000 was shipped from London to Holland on Java account. The hopes with which the year opened at home gave way to an exaggerated pessimism, as it was realised that, neither the return to power of a "stable" Government, nor the reduction of the income tax from 4/6 to 4/- in the £, nor the successful initiation of the Dawes Scheme, were in themselves sufficient to lift the cloud of depression which lay on the industries—especially the heavy industries—of Great Britain. The signing of the Locarno Pact helped to restore business confidence, however, and the year closed with better prospects than at one time seemed likely.

THE GOLD STANDARD.

The year 1925 will always be memorable for the return to the Gold Standard on April 28th, when Mr. Winston Churchill, the Chancellor of the Exchequer, announced that it was the intention of the Government to allow the embargo on gold exports to lapse at the end of 1925, and in the meantime to grant a general licence to the Bank of England for the export of gold. It is no mean feat for Great Britain, in face of the much more serious financial disorganisation, which prevailed in many countries after the late war, to accomplish the return to gold in a shorter period than was found possible, after the Napoleonic Wars a hundred years ago. The uncertainty in financial circles as to the immediate effect of the return to gold on the monetary position has been dispelled. There were doubts, too, no doubt better founded, as to the effect on industrial costs, but with the industrial improvement, which began in the Autumn, it was recognised that many of these doubts had been exaggerated. Not that all was plain sailing. The necessary adjustment of British prices to gold prices, implied in the return to the gold standard, could not fail to be a painful process; but upon the whole it appears to have been achieved with comparatively little disturbance to trade. Now that the embargo on the export of gold from Great Britain has been removed, and sterling re-established on its pre-war basis, with a free market for gold in London, the London money market is subject to the influence of gold movements, a factor—and a very important one—that has been absent for over ten years. There now comes into force the automatic check to an excessive influx or efflux of gold, viz: the lowering or raising of the Bank of England rate, as the case may be. We are, therefore, likely to experience a more uncertain discount market in London, than we have been accustomed to during the past few years, as the London money market now comes under the direct influence of the world value of money, whereas during the time the embargo on the export of gold was in force, London was to a great extent independent of outside influence. The Bank of England rate remained at 4% throughout the whole of 1924, while during the past year the rate was raised to 5% in March, lowered to 4 1/2% in August and to 4% on 1st October. Early in December, chiefly owing to the withdrawal of gold for export, the rate was raised to 5%. Discount rates at times ruled considerably under Bank rate, but, on the whole, the rate was effective, and towards the end of the year there was no appreciable difference between the market rate of discount for bills and the Bank of England rate of 5%.

EUROPEAN OUTLOOK.

European reconstruction made slow but upon the whole steady progress during the year. It was greatly assisted by bountiful harvests almost everywhere. The beneficial effects of the Dawes Plan may be inferred from the fact that, for the first time since the war, no repatriation crisis of any sort occurred during 1925. The first year's payments, however, were made chiefly out of the proceeds of the International Loan, and it must not be forgotten that, even if we take a favourable view of the ability of Germany to pay in marks the increasing amounts of the Dawes annuities, it is still left to the future to determine, to what extent it may be found possible, to transfer these amounts to foreign creditors, without upsetting the German trade balance, or the economic position of other countries.

French trade is active, but the rectification of the financial position—a political rather than an economic problem—is giving rise to increasing anxiety as to the future. German business has been hampered throughout the year by a shortage of floating capital, that of some of the Scandinavian countries by the rapid appreciation of their currencies, (with a corresponding fall in the internal price level), and that of the "new" states of Central Europe by a policy of high tariffs.

THE SOUTH CHINA TROUBLES.

The conditions which have existed in South China since the middle of June 1925 are well known to you all. In this Colony we have been, and are, passing through a period of stress and trial. Speaking personally, I have little doubt as to the outcome. Our Chinese friends and neighbours are rational people, and, sooner or later, more reasonable counsels must surely prevail. I am convinced the vast majority would welcome an early termination to the present artificiality—it is nothing else—attitude of hostility towards Hongkong. Canton is no more entirely independent of Hongkong, than Hongkong is entirely dependent on Canton. I think experience will convince the Canton Government that their present policy is economically unsound, and quite as detrimental to their own prosperity as to that of this Colony. While, without question, many interests have suffered and hardship has been inflicted on numbers of innocent people, as a result of the present state of affairs, I do not think the Colony has sustained any permanent injury, and, given a turn of the tide, I confidently anticipate a return to more or less prosperous conditions. I would take this opportunity of recording my appreciation of the assistance accorded the community under the Government Trade Loan Scheme. I might mention that the Bank has contributed very considerably to the funds raised in London for the purpose.

A combination of adverse circumstances last year rendered the import trade of North China exceedingly difficult and disappointing. The slight recovery in the movement of goods during the late Spring was detrimentally affected by the unfortunate Nanking Road incident last May. A distinct revival of trade was apparent during the months of September and October, but the outbreak of civil war in the North caused a fresh set-back. To add to their difficulties, importers of Lancashire cotton piece-goods have had to face steadily-increasing competition from Japan. While the silk trade had a satisfactory year, other export business was on the whole dull, although it was not so much affected as the import

trade by political disturbances or boycott. On the other hand, competition has been very keen and profits cut to a minimum. The prospects for an improvement in the cotton mill industry were fairly good when the year opened, but labour troubles intervened, which led to an entire stoppage of all mills in Shanghai for about four months; the new cotton crop is, however, a very good one and, given peaceful conditions, this industry should quickly revive.

CIVIL WARS IN CHINA.

The political events in China of the past year have so deeply engaged public attention, not only here but also in England and elsewhere, that there is no need to insist on their magnitude or the serious effects they have had on foreign interests. In dealing with developments which cover so wide and varied a field, only the broadest survey is possible. I shall therefore confine my remarks to a few generalisations.

In the sphere of domestic politics the year's record, like that of several years past, is one of wars and rumours of wars. The programme of constitutional reforms, which Marshal Tann took in hand on becoming head of the Government, gave ground for some hopes at the beginning of the year, but these vanished when the first of the national conferences, convened in accordance with his scheme, proved a complete failure. It soon became obvious that the "Tuchun system" (to use a popular phrase) was too strong to admit of national reconstruction, except by force of arms, and that, so long as the central government remained dependent for its military backing on the Tuchuns themselves, it could only rule as their controller.

The dominant military chiefs, Marshals Chang Tso-lin and Feng Yu-shiang, had after the defeat of the Chihli party, reverted almost at once to a state of mutual hostility. The country thus slipped back into the vicious circle of inter-party struggle, from which no escape seems possible while each successful party persists in exploiting its power solely for its own advantage, and in treating the provinces as spoils of war to be divided among its supporters and to serve its little else than a means of support for their ever-increasing troops.

Another year of military misrule in the provinces has had the inevitable effect of further disorganizing the economic machinery of the country. This especially applies to the railways and the Salt Administration. In the case of several of the former, continued misuse of the lines and the appropriations of revenue have proved the last straw, and at the end of the year three of the international railway loans had fallen into default. Depreciation of rolling-stock, through reckless and ignorant usage, is also becoming a very serious matter. In the case of the salt, the seizure of revenue by provincial Governors and forcible interference by local military authorities have reached a point where they no longer merely reduce the foreign bondholders' security, but seriously threaten the organization so carefully built up with foreign assistance since 1913.

On the credit side there is painfully little to set, but mention should be made of the development work carried out by Feng Yu-shiang in the north-west frontier districts, including the rounded for the projected prolongation of the Suiyuan line to Ninghsia. Actual railway construction has been limited to work in the Lungshai Railway and certain extensions of the Manchurian system, but the building of roads for motor traffic has advanced considerably in various parts of the country. The Customs Administration has, as in the past, remained happily immune from the effects of civil disturbance, except to the extent of a large diminution of revenue during the summer months from the check to trade caused by political strikes and boycotts.

THE ANTI-FOREIGN MOVEMENT.

I must now turn to the anti-foreign movement which has been so momentous a feature of 1925.

It is unnecessary to refer to the events leading to the outbreak of June. I should like, however, to remark in this connection that the charges of exploitation of Chinese labour by foreign employers "are thoroughly dealt with in the papers published by H.M. Government, showing that foreign-controlled factories compare well with Chinese, and that both our own authorities and the municipal government of the Shanghai International Settlement had been keenly concerned for some time past with practical steps for improving labour conditions. In its early phases the movement threatened the safety of foreign lives and property at various points in China. From an agitation set on foot by students, it rapidly developed into riots in foreign concessions, organized strikes and boycotts, attacks on foreign institutions, hostile mob demonstrations and virtual press abuse combined with a strong propaganda in favour of the abolition of the so-called unequal treaties. The British were the chief object of attack, owing, no doubt, to our leading position in Shanghai where the trouble had taken its start, and to Great Britain's historical connection with the origin of foreign privilege in China. On the part of the officials very little was done, in most places to hold the extremists in check, and the agitation was left in the main to run its own course. The economic effects of the movement were felt most acutely at Shanghai and the South China ports.

The events of the summer have proved the growing political power of the National movement in China. In spite of the lamentable record of the last few months, one cannot but feel that this movement, if the patriotism which its supporters profess is genuine, should have in it the seeds of what the country urgently needs, namely, an organised public opinion among the educated classes, which would break the back of the present system of militarism. For the moment the excitement, engendered by the unfortunate "Shanghai affair," and the instigation of Bolshevik agents, backed by Bolshevik money, have shaped the movement into a blind crusade against the foreigner and foreign rights in China. It is reasonable, however, to hope that a sober view of the facts will in time prevail. The partisans of the movement have now tangible proof that their legitimate aspirations for bettering the international status of their country have the sympathy of the foreign Powers, and that the latter are ready to take practical steps in this direction, so far as conditions admit. It cannot, then, be obvious that the real obstacle lies in the internal state of China, which at present fails to provide the most ordinary guarantees of order, justice and safety of person and property. Realising this, may they find the courage to attack the root of the evil and attempt to rid China of the military despotism, which is blocking all progress and steadily ruining the country.

THE TARIFF CONFERENCE.

Of the Tariff Conference, which assembled in Peking at the end of last October, it is yet too early to say very much. The delay of three years in the final ratification of the Washington treaties has resulted in a time, and in conditions, particularly unfavourable for international negotiation requiring calm and reasonable discussion. The Conference nevertheless has succeeded in making some headway. The Powers gave early proof of their readiness to deal with the tariff question on a fresh and broad basis, the Chinese claim to be determined their own rates of duty, taken as the groundwork of discussion. It can only be hoped that the Chinese representatives will respond to the liberal spirit shown by the Treaty Powers, by engaging the negotiations to proceed on fair and reasonable lines, with equal regard to the rights and interests of both parties, and by making a genuine effort to lay the foundation of an improved

fiscal and financial system in China.

Tariff autonomy—that is, freedom in fixing tariffs—has already been in principle conceded after the lapse of three years, during which period the Chinese Government is to effect the abolition of likin. The questions before the Conference are, therefore, the measure for abolishing likin, the levy of temporary surtaxes to provide additional revenue during the interim period, and the disposal under adequate safeguards of that additional revenue. In the present state of the country, the practicability of making effective and lasting arrangements with the *de facto* rulers of provinces for the abolition of likin and other obstructive taxation, must be regarded as doubtful; one can only hope that the offer of compensation from the new Customs revenue will supply the necessary inducement. As regards the disposal of surtax proceeds, the first and most vital need in the national interests of China, and in those of foreign trade, is to prevent their finding their way, as under the present system, into the hands of the dominant militarists to be used in supporting those very armies, which are the chief bane of the country and the main obstacle to trade. To whatever useful purposes, therefore, it is eventually, decided to allot the increased revenue, the matter of prime importance is effective administrative control.

One of the purposes put forward at the Conference is the adjustment of the unsecured obligations of the Chinese Government. I have mentioned the alarming increase in the number of China's foreign loans which are falling into default. There is, besides, a very long list of debts due by the Government to foreign purveyors of railway and other material. It goes without saying that China can only retrieve her fast-vanishing credit, and regain the reputation for financial integrity, which has been hers in the past, if she takes her debts in hand, and ceases, from the neglect of her foreign obligations, which has marked the last few years.

OTHER EASTERN PROSPECTS.

While China has always been our most important field of operations, we have, of course, very extensive and profitable business interests throughout the East; and, in contrast to China, I am able to paint brighter pictures of the other places where the Bank is established. The Straits Settlements and Federated Malay States, after some years of depression, are enjoying great prosperity; the two chief industries, rubber and tin, are both in a very flourishing condition. The price of rubber, after ruling for a long time at the bare cost of production, has advanced rapidly, owing to the large consumptive demand and absorption of stocks. Producing companies are in the happy position of being able to dispose of their output for some years ahead, on terms, which show a handsome profit. I imagine that most of them are taking advantage of the position to, at any rate, cover their working costs for the next few years, and, so to speak, stand on velvet.

India has had a series of good monsoons, but her surplus products, instead of being exchanged for productive goods, continue to be expended on gold, which, being hoarded, does not add to the purchasing power of the people. In this respect, therefore, the prosperity of India is more superficial than real. The substantial interests of the country must for a long time to come be sought in the orderly development of her enormous agricultural resources, and any artificial attempt to force the pace industrially is to be deprecated. The textile industry in Bombay is no doubt passing through a severe crisis, but the steps taken to remove the excise duty—however necessary on political grounds—must be regarded as of doubtful wisdom from an economic point of view.

Japan appears to be gradually emerging from the disastrous effects of the great earthquake of 1923. The balance of trade has been moving more in the

(Continued overleaf.)

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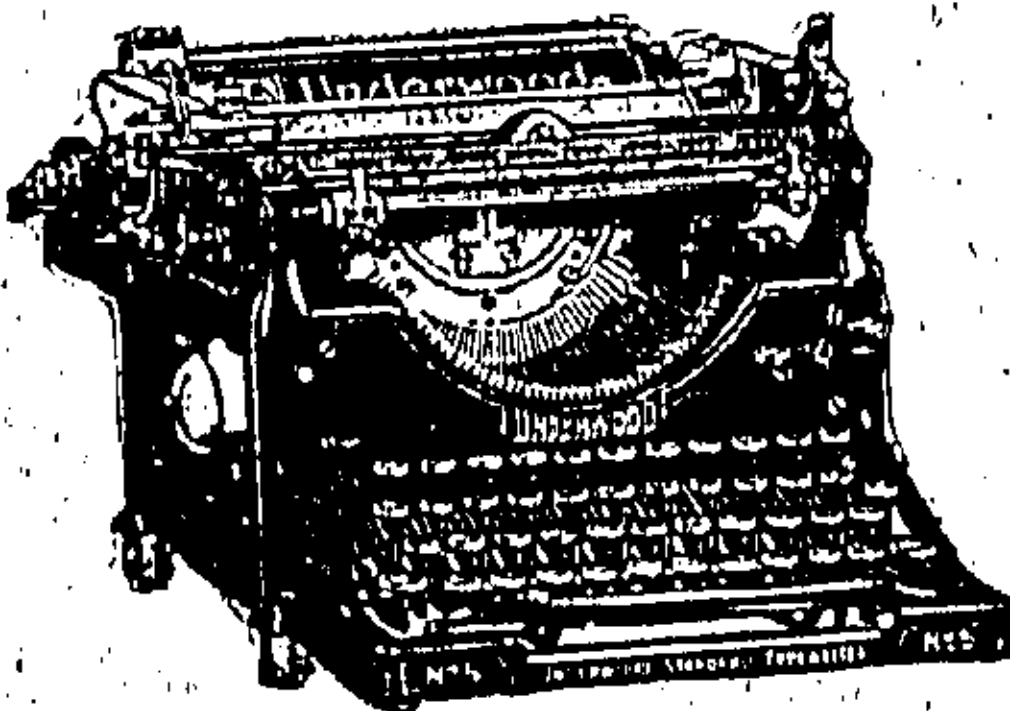
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BANK MEETING.

(Continued from overleaf)

country's favour of late, and this is reflected in the improvement in Japanese exchange, which has appreciated from the low point of 1/7.3/16, touched last year, to the present level of 1/10% and it seems safe to predict a sure, if gradual, return of Japanese currency to gold point. Further borrowings abroad are probable in the near future, for the purpose of the reconstruction of the city of Tokyo, and there is no doubt any offerings on the London market receive a favourable reception.

Reports from the Philippines indicate that the Islands enjoyed a prosperous year in 1925. The large sugar crop was sold at remunerative prices, while hemp, tobacco, copra and other staples were profitably marketed. The prosperity arising from the successful export trade of the Country induced a corresponding increase in the demand for imports. Trade conditions in the islands may be said to be good and the prospects for 1926 promising.

Before concluding, I desire your approval of the action of the Directors in voting a well-deserved bonus of 10% to the staff on their salaries. It is largely owing to their loyal support, and hard work, at the Head Office and all branches, that our Chief Manager has been able to carry out his policy, which, during a period of unprecedented difficulties, especially in the Far East, has enabled us to put before you such fine results for the year 1925. To our Chief Manager we owe our deepest thanks for so ably maintaining the Bank's high position in the financial and business world. I now beg to propose the adoption of the report and statement of accounts. After the proposal has been seconded and before placing the motion before the meeting, I shall be pleased to answer to the best of my ability any questions, which shareholders may have to ask.

SECONDER'S SPEECH.

Mr. D. J. Lewis, in seconding, said:—Mr. Chairman, ladies and gentlemen.—We have already observed from the telegrams which have appeared in the local Press of the deep interest taken by financial circles in London in the preliminary announcement which was made by our Directors before the balance sheet itself was published and I venture to think that our Chairman's speech to-day will evoke greater world-wide interest than ever before in the history of the Corporation. For many years past it has unfortunately been necessary for the Chairman for the time being to refer to the political unrest, to the wars and rumours of war in China, and to the exploitation of the province by successive war lords. The past year has probably been the worst within the experience of any of us here present. All the usual troubles prevail and in addition the outbreak of anti-foreign and particularly anti-British feeling has added to our difficulties. It may be, as our Chairman has stated, that this outbreak is partly due to a growing spirit of Nationalism amongst certain sections of the Chinese nation, but it is most certainly largely fostered by Bolshevik emissaries who can only attain their own ends through others' misfortunes. It has often been stated that a nation has the Government which it deserves. This is certainly not the case in China. We know that the bulk of the Chinese people are cultured, industrious, and peace-loving, but the various Governments foisted upon them are self-elected, and self-imposed, totally self-interested and, in no way representative of the people whom they oppress, whilst professing to govern. It is to be hoped that this growing spirit of Nationalism will soon cease to vent itself in antagonism, but foreigners who like ourselves are well disposed towards China, but will be devoted to establishing a really representative stable and honest Chinese Government.

THE WHAMPOA SCHEME.

With regard to our own local conditions, we fully agree with the Chairman's remark that "Canton is no more entirely independent of Hongkong than Hongkong is entirely dependent on Canton," and if the hot-heads in Canton think that they can ruin Hongkong, they will soon find that they are badly mistaken. The idea of converting either Canton or Whampoa into a deep sea port and thereby depriving Hongkong of its natural importance is no new one, and in this connection I might remind you of the views of the Hon. Mr. A. O. Lang expressed at the annual meeting in 1923, when he said "no development of trade facilities at Canton can in the long run be detrimental to this Colony, and our Chinese friends can be assured that British policy in this matter is bounded by no such narrow outlook as that attributed to it."

It goes without saying that considerable loss has been inflicted on the Colony by the boycott, which has flagrantly violated all Treaty rights, but the greatest injury has been done to Chinese themselves. I am confident that the good sense of the bulk of the Chinese people will in due time prevail and that normal friendly relations between Hongkong and Canton will be restored. The set-back at present suffered will then speedily be made good and prosperity will return to this Colony which has unquestionably a great future before it.

THE BANK'S STABILITY.

In view of the fact that the Corporation's most important field of operations is China, and bearing in mind the abnormally troublous year through which we have passed I think you will agree with me that the balance sheet placed before us is eminently satisfactory, and that our heartiest congratulations on the splendid year's working are due to the Directors, the Chief Manager and his staff. The stability of the Bank should give pause to those who think that they can ruin British commerce and the fortunes of this Colony, and give heart to all of us, who, whatever troubles may be in front of us are prepared and determined to face them. We are so close to the events happening around us that we are somewhat apt to be obsessed by them. It is therefore very pleasing to learn from our Chairman of the substantial prosperity now being enjoyed in the Straits Settlements after a period of great depression; that our Japanese friends are recovering from the disastrous effects of the earthquake; and that the Philippine Islands are enjoying increased prosperity. I think it is not too much to hope that ere long Hongkong will again be enjoying its fair share of good fortune.

Ladies and gentlemen, we are all very proud of the Hongkong and Shanghai Banking Corporation. Incorporated here some sixty years ago by the foresight of our predecessors, built up under the wise guidance of its Directors, by the genius of successive Chief Managers the Bank has grown to its present commanding position. But the wisdom and foresight of those who have guided its fortunes could not have led it to the position that it holds to-day had it not been for the whole-hearted service of an able loyal and devoted staff. We owe a great deal to the present staff and I am sure you will fully concur in all that the Chairman has said of them and will heartily vote them the suggested bonus which they so well deserve. Mr. Chairman, I now beg to second the adoption of the reports and accounts which have been placed before us.

The Chairman:—There being no questions, as proposed by myself and seconded by Mr. D. J. Lewis, the motion now before the meeting is the adoption of the report and the statement of accounts as presented. Those in favour? Those against? Carried unanimously.

BUSINESS MATTERS.

Mr. T. E. Pearce proposed and Mr. Ho Kom-tong seconded the confirmation of the appointment of Mr. D. G. M. Bernard and the re-election of the Hon. Mr. P. H. Holyoak, Mr. G. M. Young and Mr. T. G. Weall, as Directors. The motion was carried unanimously.

Captain T. Arthur proposed, and Mr. J. P. Wright seconded, the re-election of Messrs. C. Bernard Brown and Mr. John Fleming as auditors. The motion was carried unanimously.

The Chairman:—That is all the business. I thank you for your attendance. Dividend warrants will be ready on Monday.

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HAINAN STRANDINGS.

BOTH CAPTAINS EXONERATED.

The Marine Court of Enquiry resumed its examination of the circumstances concerning the grounding of the s.s. Hupan, and the s.s. Kwei-yang, at the Harbour Office this morning.

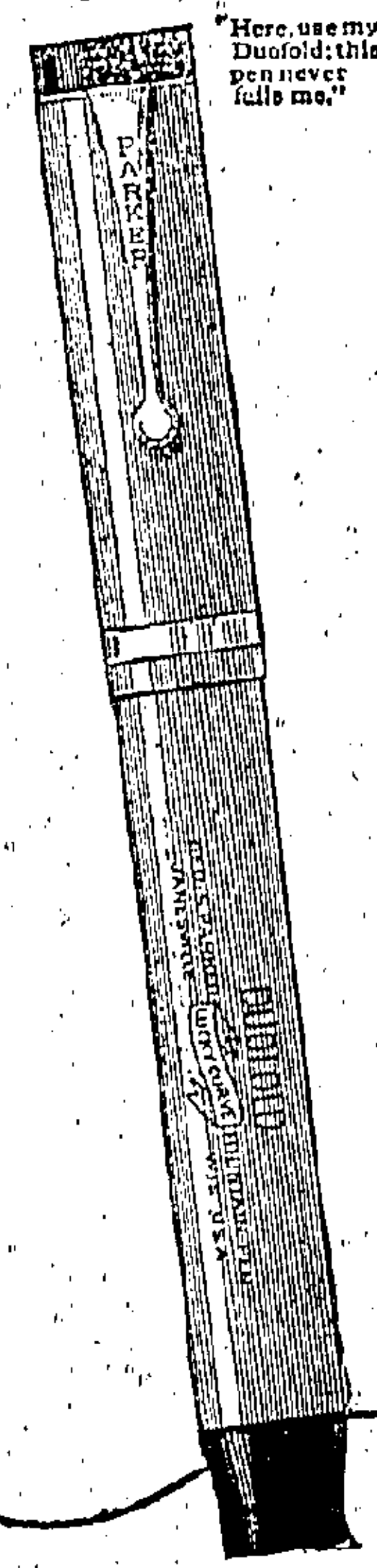
Capt. Martin said there had once been a reef in the vicinity which had since been expunged, and Captain McKenzie, recalled, said he had not previously heard of such a reef.

After an hour's retirement the finding of the Court in the case of the s.s. Hupan was that the navigation, prior to the first grounding, was correct, and that no carelessness or neglect had been displayed. Positions, given in evidence, were correct, and an apparently safe course was steered. The Court was of the opinion that the second grounding was caused through the ship refusing to answer her helm when under steering way. Capt. McKenzie was exempt from all blame, and, after each grounding, he did all in his power to get his ship off.

In the case of the Kwei-yang, the Court found the grounding of that boat was caused by the tow shackle with the s.s. Hupan parting, and leaving the boat in an unmanageable state in dangerous waters. They considered she grounded before Captain Martin could get her clear. Capt. Martin was exempt from all blame and he was fully justified in going to the assistance of the s.s. Hupan. Considering all circumstances, the Court thought he did everything possible for the safety of his ship.

The finding concluded with a general warning to shipping, cautioning them to give the uncharted patch a clear berth.

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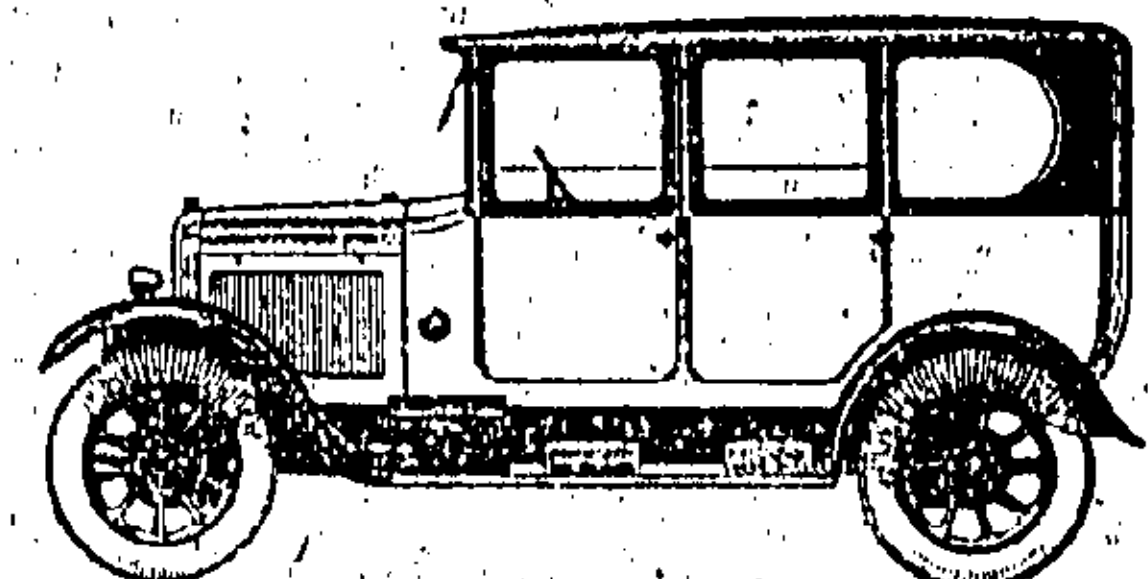
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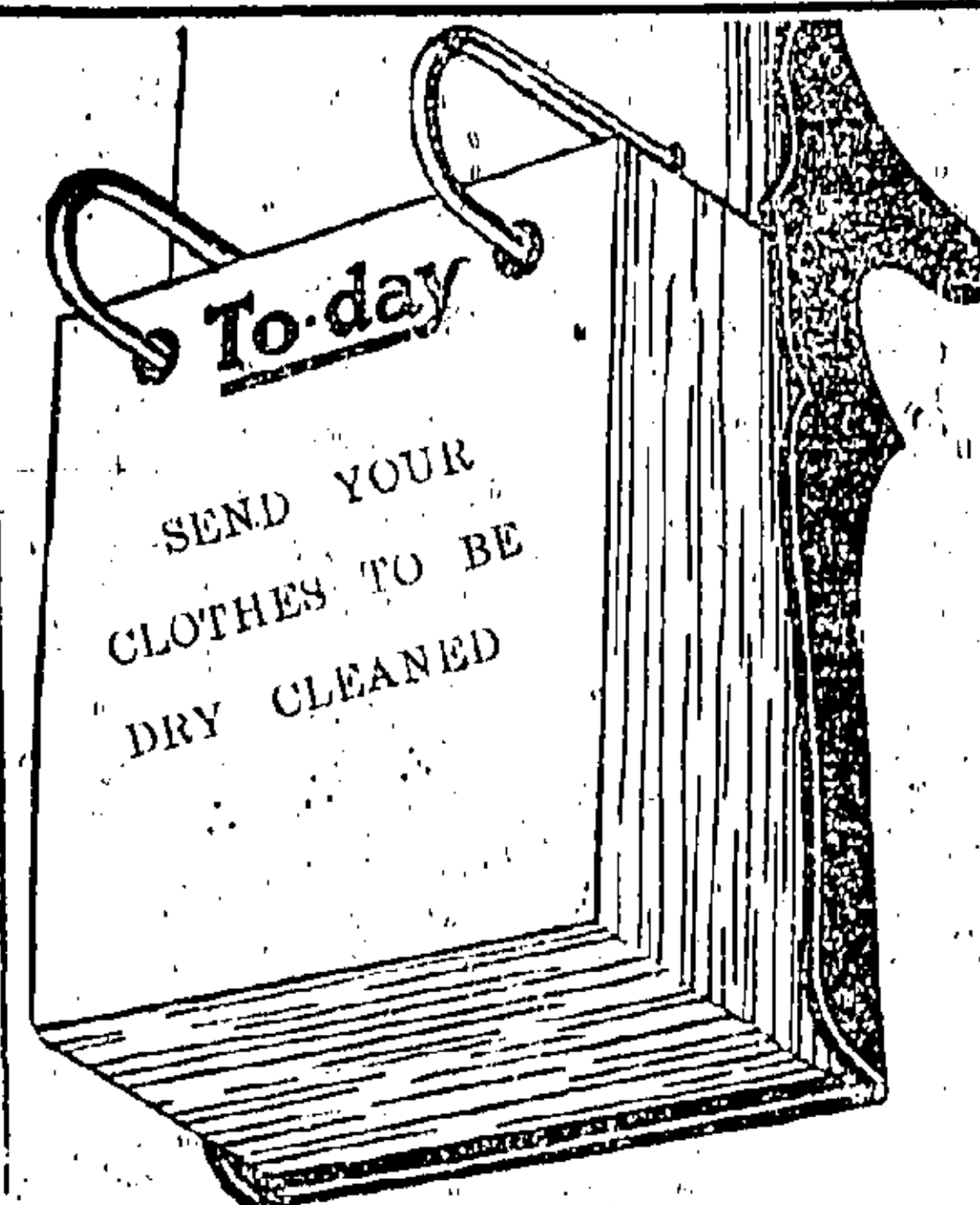
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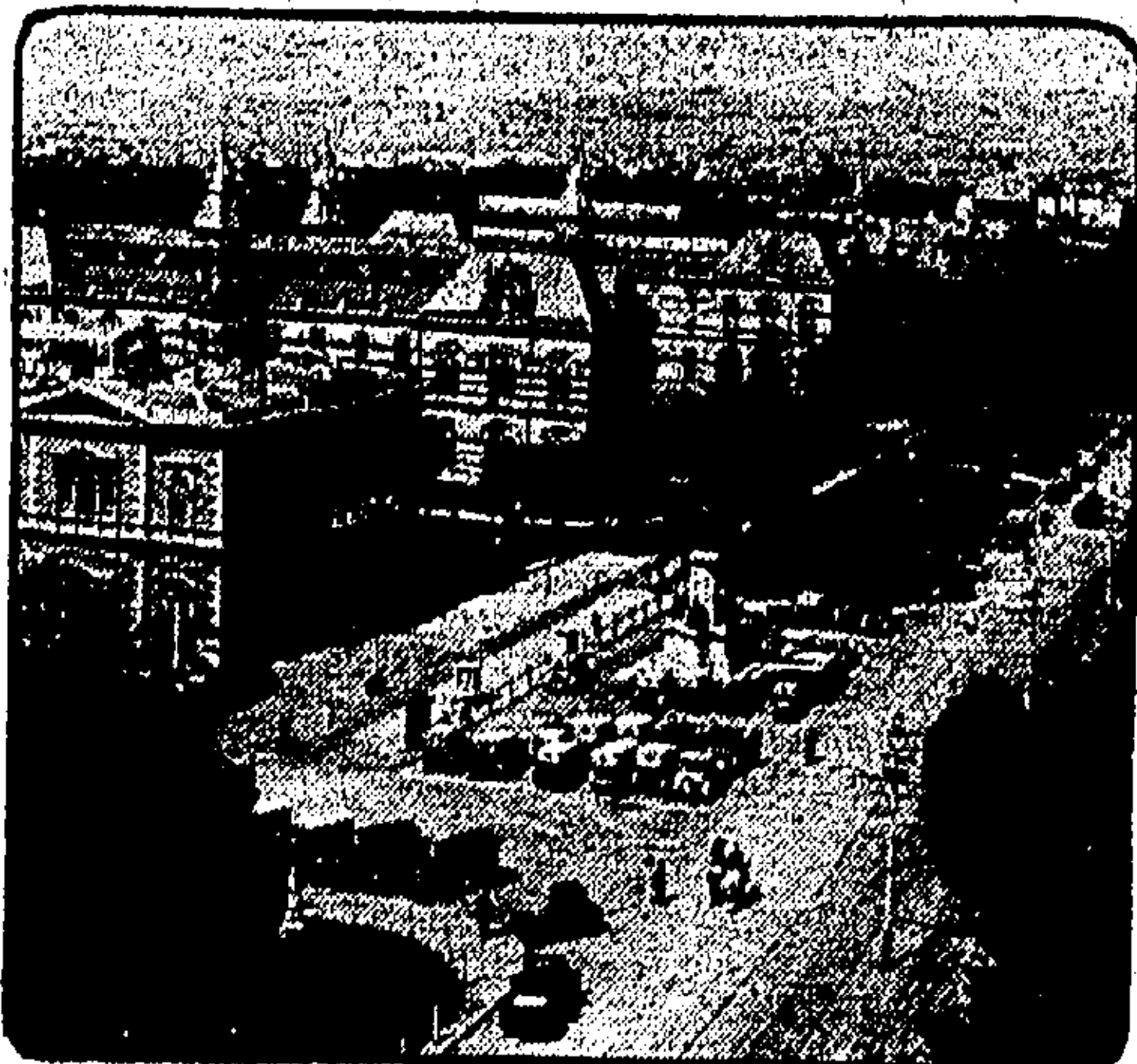
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AN AUSTRALIAN MODEL CITY.

(By W. H. Porterfield for The Hongkong Telegraph).



North Terrace, Adelaide, showing Public Library, Art Gallery, Museum, University and Exhibition Buildings. Note the wide spaces provided for motor car parking.

Adelaide, South Australia, Jan. 16.—Of all Australian cities, I think Adelaide is my favourite. It's size, about 250,000, is almost exactly right—large enough to give one all reasonable metropolitan

advantages and to allow one time and opportunity to meet his neighbours occasionally.

All Australians live upon the soil, that is there are practically no vast cliff dwellings called apartment hotels. Nearly every cottage has its own garden, but naturally in great cities like Melbourne and Sydney, these "gardens" are mightily restricted at times.

In Adelaide, however, the garden is a real thing of beauty and utility especially when its peach, plum and pear trees come into bloom in September.

All Trees and Berries There.

All Adelaideans agree that every known variety of tree and berry fruit does well in their home city and it seems queer enough that with so much delicious fruit to be had for the asking, the consumption of meat still remains the highest in the world per capita.

When Col. Light laid out the city, 100 years ago, he never had heard of a gas driven motor car, yet of all the cities I know, Adelaide has been planned best for the advent of the automobile, with its magnificently wide streets, its great parks surrounding the city proper on all sides and its boulevards running into the country in all directions.

If the South Australian government ever gets enough money to pave these streets and boulevards, Adelaide will be the long dreamed-

of paradise for motorists. Here is a land without frost, snow or extreme cold with a mountain range about 3,000 feet high within an hour's driving of the city, overlooking the vast plain surrounding Adelaide and very accessible. From the heights of Mount Lofty range and at a hundred vantage points along the way, one may look over the entire region out to sea 20 miles beyond almost to Kangaroo Island, which lies across the mouth of the great bay upon which is situated Port Adelaide, eight miles from the city proper.

It's 116 Now and Then.

It gets mighty hot in Adelaide in midsummer, 116 degrees being recorded occasionally, but it is a dry desert heat and doesn't seem to do any damage and anyhow the Adelaidean can get away in an hour or two to the cool waters of the ocean at Victor Harbour or any one of a dozen similar bathing beaches par excellence.

We think of South Australia as a semi-desert land and yet the annual rainfall at Adelaide the past 60 years has averaged 22 inches, which is nearly that of London and about the same as that of Sacramento, Calif.

After many years of delay the city authorities finally have finished a good-sized reservoir in the mountains and the city is now assured of a two or three years' supply in case of drought, but the facts are that South Australia, and in fact the entire continent has given mighty little attention thus far to the supremely important problem of water conservation.

Enough Water for Millions.

Enough water could easily be stored in the Lofty mountains to care for a city of a million and a surrounding agricultural population of as much more and some day, of course, it will be done.

In the meantime, in an area of nearly 400,000 square miles, after 100 years of settlement, South Australia boasts a population of about 1½ to the square mile, more than half of whom are living within the metropolitan boundaries of Adelaide!

The government is in control of the Labour party, but Premier Gurn, alone of all the Australian labour premiers, has roundly condemned the tactics employed by the communist leaders in Australia and England and is regarded as the outstanding conservative labour leader of Australia. As a result he enjoys the confidence of both capitalists and workers to a remarkable degree.

"What I wish above everything," he said to me to-day, "is to see this vast region developed, settled by representatives of the white race who have come here to make their homes. We want a land where men and women can live and bring up their children to still further populate the land of Australia and to develop its soil and its industrial possibilities." "Adelaide the beautiful," is no misnomer. As I looked upon this city nearly half way around the world from our own national capital—a city where they speak our language (almost), wear our shoes, many of them, write home on our typewriters and see our movies at night, I thought again the world is growing smaller each decade.

ASPHALT SKIDDING TESTS.

For some time the municipal authorities of Paris, in paving the roads, have been substituting asphalt for wood and stone setts on the ground that this was a more economical method of road-making. But motorists have always objected strongly to a road policy which they declared was converting the roads of Paris into a vast skating rink on which motor traffic in wet weather was almost out of control. The matter has now been officially tested on a stretch of asphalt on the Boulevard Victor. An ordinary touring car was driven along this at varying speeds, and the brakes suddenly applied, as though to avoid a collision. When travelling at 12½ miles an hour the car was pulled up within ten to fifteen yards, but not before it had turned broadside on to its direction. At 20 miles an hour it spun completely round before it stopped. It was pulled up in twenty to twenty-five yards when travelling at 25 miles an hour, but in this case it not only spun completely round, but skidded backwards for some yards. Heavier vehicles behaved somewhat better, but they, too, could not be pulled up without dangerous skidding. All those who witnessed the experiment agreed that motorists had fully justified their objections.

SKID TO AMUSE PASSENGERS.

DRIVERS WITH PECULIAR SENSE OF HUMOUR.

(By Capt. E. de Normenville in the Daily Chronicle.)

It is peculiar how some motor-car drivers misconstrue their duty towards passengers and also other road users.

I was with a driver the other day who had a bad skid, and seriously alarmed the passengers in the rear of the car. The skid need not have been anything like so bad if the driver had corrected it sooner. So I cast round in my mind for a phrase wherewith I could impart that information without appearing rude.

Having found a subtle way of conveying the information, I was astounded when the driver promptly agreed, but added: "I like to let a skid develop a bit. It amuses the passengers."

His idea of amusement was strangely at variance with that of his passengers. I was alarmed myself—not because I did not know that the skid could be corrected in time, but because the driver did not correct.

And the driver of a car should always bear that difference of viewpoint carefully in mind. The passenger's outlook on impending danger is always more marked than the driver's.

Man at the Wheel.

Even assuming two equally experienced drivers, the one at the wheel has always a more detailed knowledge of the degree of control under which the car is in any given circumstances.

The driver, for example, may be controlling the car with 50 per cent. of the available brake efficiency still in hand. But the passenger only knows that the car is being controlled. There is no "touch on the brake pedal" to let him know of the reserve brake efficiency.

ALL WRAPPED UP IN ITSELF.



The tyres were salvaged after this auto hit a telegraph pole near Washington, D. C.

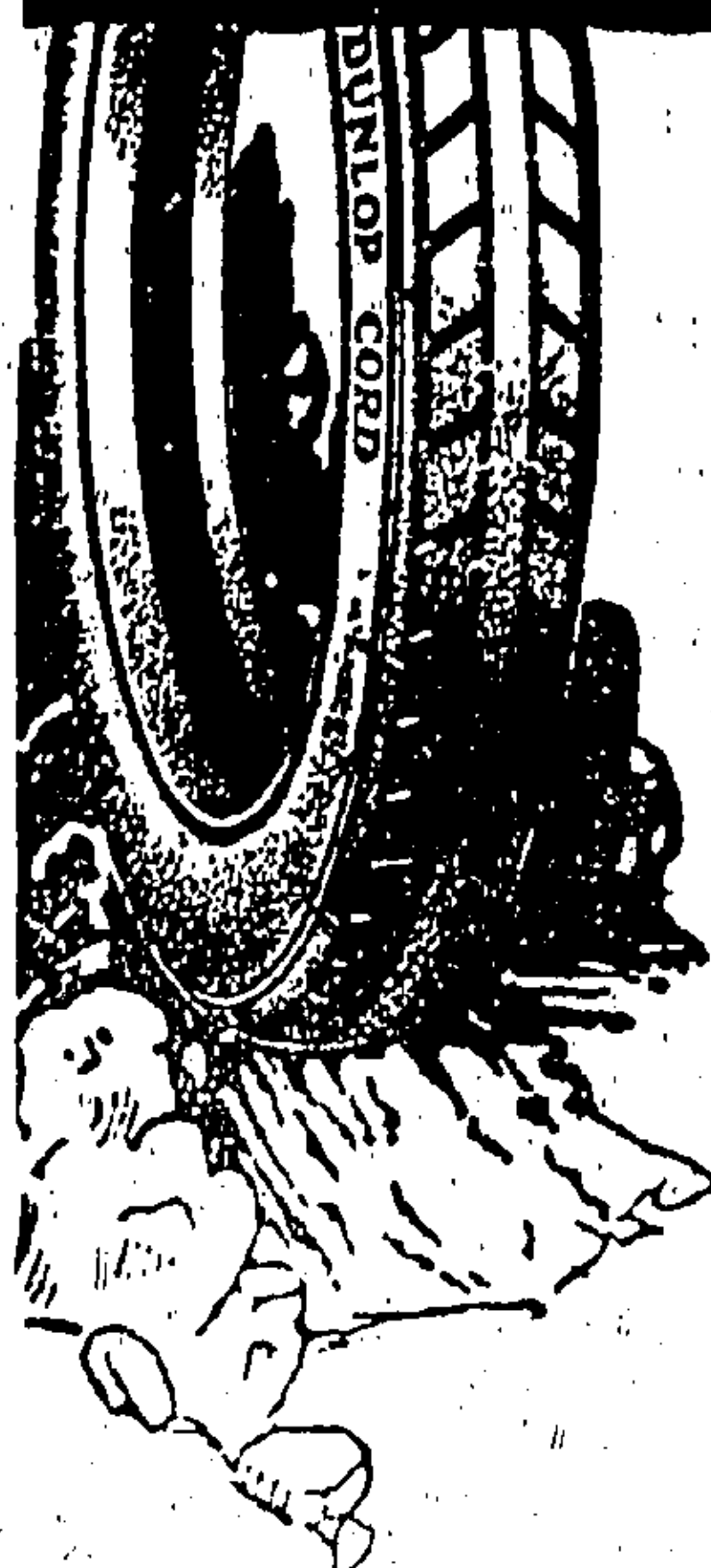
DOUBLE-DECK OMNIBUSES.

All-enclosed double-deck 'buses have at last made their appearance in London. Commenting on the interest aroused in the use of vehicles of this type in London and the provinces, Motor Transport refers to their advent as being another nail in the coffin of the tramcar: up to the present the only point where trams have scored over 'buses in England has been in their all-weather accommodation, so necessary in the fickle English climate.

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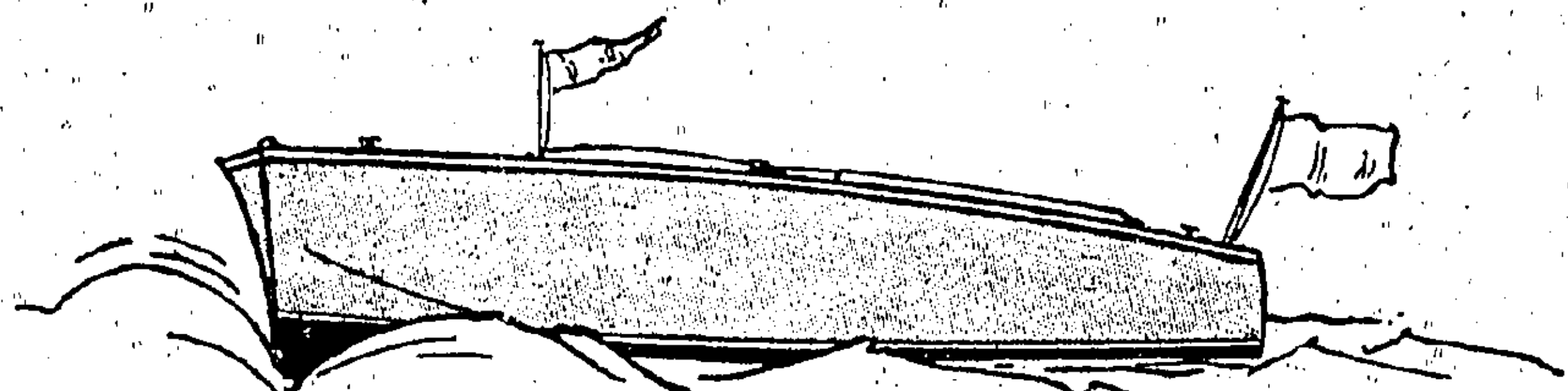
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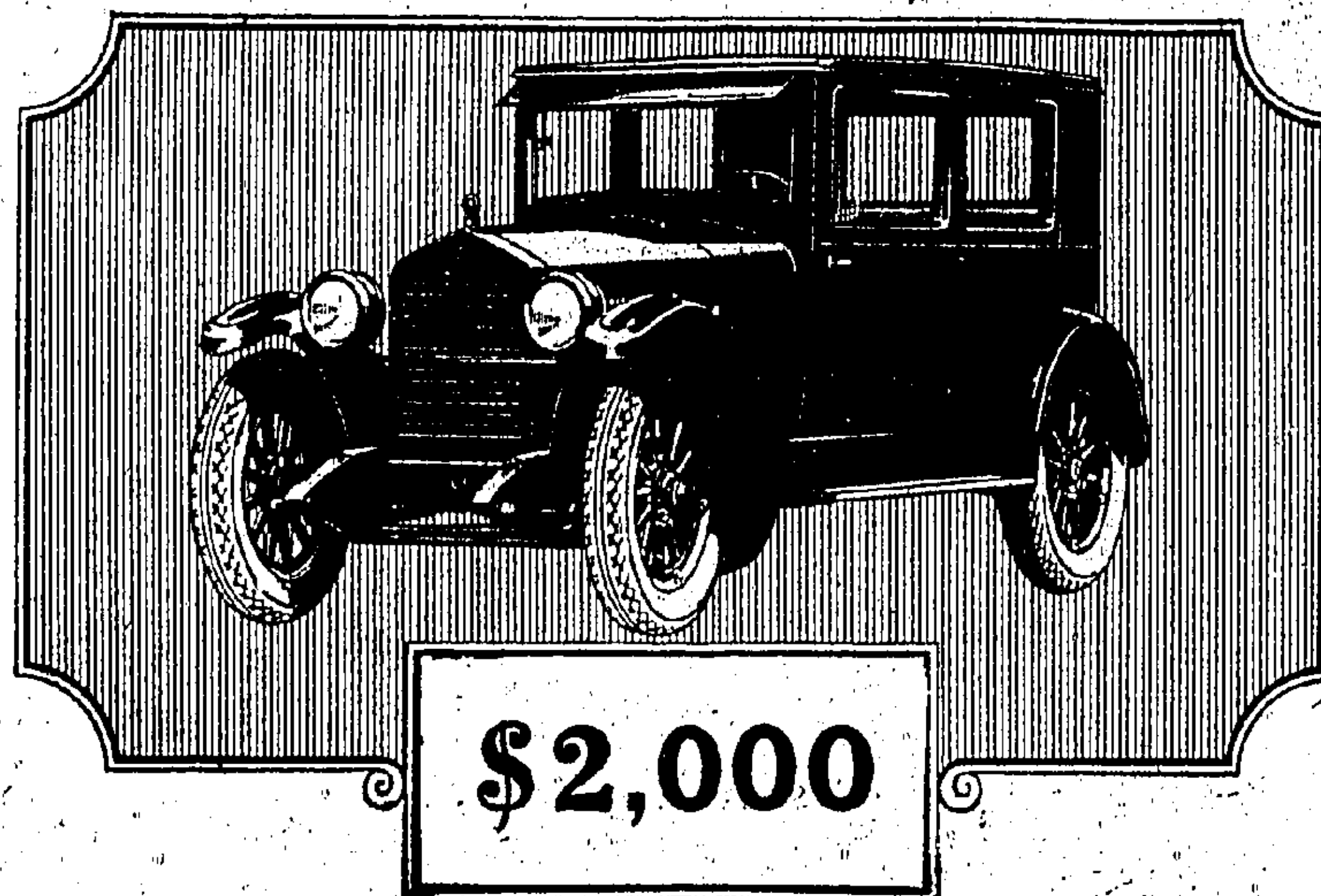
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HINTS FOR THE MOTORIST

By ALBERT L. CLOUGH

RADIATOR ACTIVITY.

Most motorists know that fuel efficiency, oil economy, smoothness of operation and minimized engine wear are not attainable unless the circulating water is kept hot and that this condition is not realizable in cold weather, if the radiator is allowed to operate at its full activity. If economical operation is to be secured, the heat dissipating powers of the radiator must be restrained in winter.

Carelessness In Heat Conservation.

These facts are however ignored by very many—perhaps by a majority of motorists—and a large proportion of the cars that are in service during cold weather seem to be run as if it were mid-summer, so far as controlling radiator activity is concerned. The loss of fuel and the annoyance due to this careless or ignorant disregard of temperature condi-

tions is in the aggregate stupendous.

Keeping The Radiator From Radiating.

In the winter, loss of engine-developed heat, through the radiator should be as nearly as possible prevented, both during the warming up and standing idle periods and it should be reduced while the car is in operation. Covering the radiator front to prevent the contact of cold air and the passage of the fan draft through it is the most effective way of reducing the loss of heat, but covering the radiator top and the whole hood is helpful. Motorists are recommended never to leave their cars standing in cold weather with the radiator-front unshielded, as hard starting, waste of fuel, oil dilution and "rough" engine operation are greatly aggravated thereby. Form the habit of leaving the radiator

covered, when the car is garaged for the night and of leaving the shielding in effect during starting and warming up.

Thermostatic Regulation.

Other forms of radiator activity-control are as follows, all of which are attachable to most cars: The well-known padded-hood cover and radiator front curtain, which is effective, but not readily regulated from the driver's seat. The dash adjusted manually operated shield, of the Venetian blind type made of interconnected slats—a very effective arrangement, but subject to human forgetfulness and consequent over-heating effects and finally the attachable front of the foregoing type, but thermostatically instead of manually operated, and thus automatically adjusted and proof against the operator's negligence.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.

Collision Affects Steering.

Question: The other day, I

accidentally ran the right front wheel of my car into the curbstone while slowing down to leave a passenger and it seems to me that the car has steered rather crankily ever since. When this happened the car was barely moving and I cannot see that any harm was done. What if anything do you think was damaged?

Answer: The tie-rod, that connects the two front wheels, may have been bent by the collision, thus throwing the wheels out of alignment, which is bound to affect the steering. You better test the wheel for parallelism. This is done by turning the hand wheel until both forward wheels are as nearly as possible in line with the corresponding rear wheels and then measure the distance between them at the front and at the back. These distances should be practically equal but the former should be about one-quarter inch less than the latter. Both wheels should point downward and toward each other by the same amount. The right wheel, when jacked up, should run true unless it was sprung in striking the curb.

Question: The clutch of my car does not fully release and

thus cause considerable grinding of the gears, in attempting to engage them to start from rest, but it does not jerk the car, when it is engaged. What can be done to correct this?

Incomplete Clutch Release.

Answer: Are you sure that the pedal does not strike the footboards, when it is pushed fully forward? It should not do so and,

if you find that it does, the set-screw on the arm of the clutch-shaft, should be adjusted in, so that the pedal will strike it somewhat earlier in its forward travel. This multiple metal disc clutch runs in oil and unless the oil used is thin—a half and half mixture of kerosene and engine oil—the disc will stick together and drag, especially in cold weather.

BUS ROADS INCREASE.

Expansion of motor bus transportation throughout the world has been greater in 1925 than in any previous year, and, further substantial increases are indicated for 1926, according to Fowler W. Barker of the automotive division of the Department of Commerce.

CONQUEROR OF THE MONGOLIAN WILDS

Dr. Roy Chapman Andrews, who startled the world a few years ago by discovering a nest of dinosaur eggs ten million years old, arrived in New York on November 9th from his Third Asiatic Expedition under the auspices of the American Museum of Natural History.

Again he attributes much of the success of his expedition to the astounding performance of his five Dodge Brothers Motor Cars.

Following is a direct quotation from an official statement by Dr. Andrews upon his return to America:

The Gobi Desert in Mongolia is the most extensive undeveloped and unexplored region now left in the world. Until a few years ago it was retarded by the impossibly slow traffic of camel trains, the only means of communication.

But now it is being crisscrossed in every direction by motor cars, or, more correctly by one motor car, the Dodge. Sixty or seventy Dodge Brothers cars are making regular trips far into the interior of this vast waste, bringing out loads of saffers, precious furs, wool and other products.

No other car except the Dodge is found there because we have tried it out on each of our three expeditions and have had it demonstrated to our satisfaction that "the Dodge is the only car that will stand up under the strain of the roadless desert and do everything we ask of it."

Few people have occasion to subject their motor cars to punishment of this severity. It is reassuring, however, to know that in emergencies Dodge Brothers Motor Car is built to meet the test.

These dependable and sturdy qualities also account for the fact that more than 90% of all the motor cars Dodge Brothers have built during the past eleven years, are still in active service.

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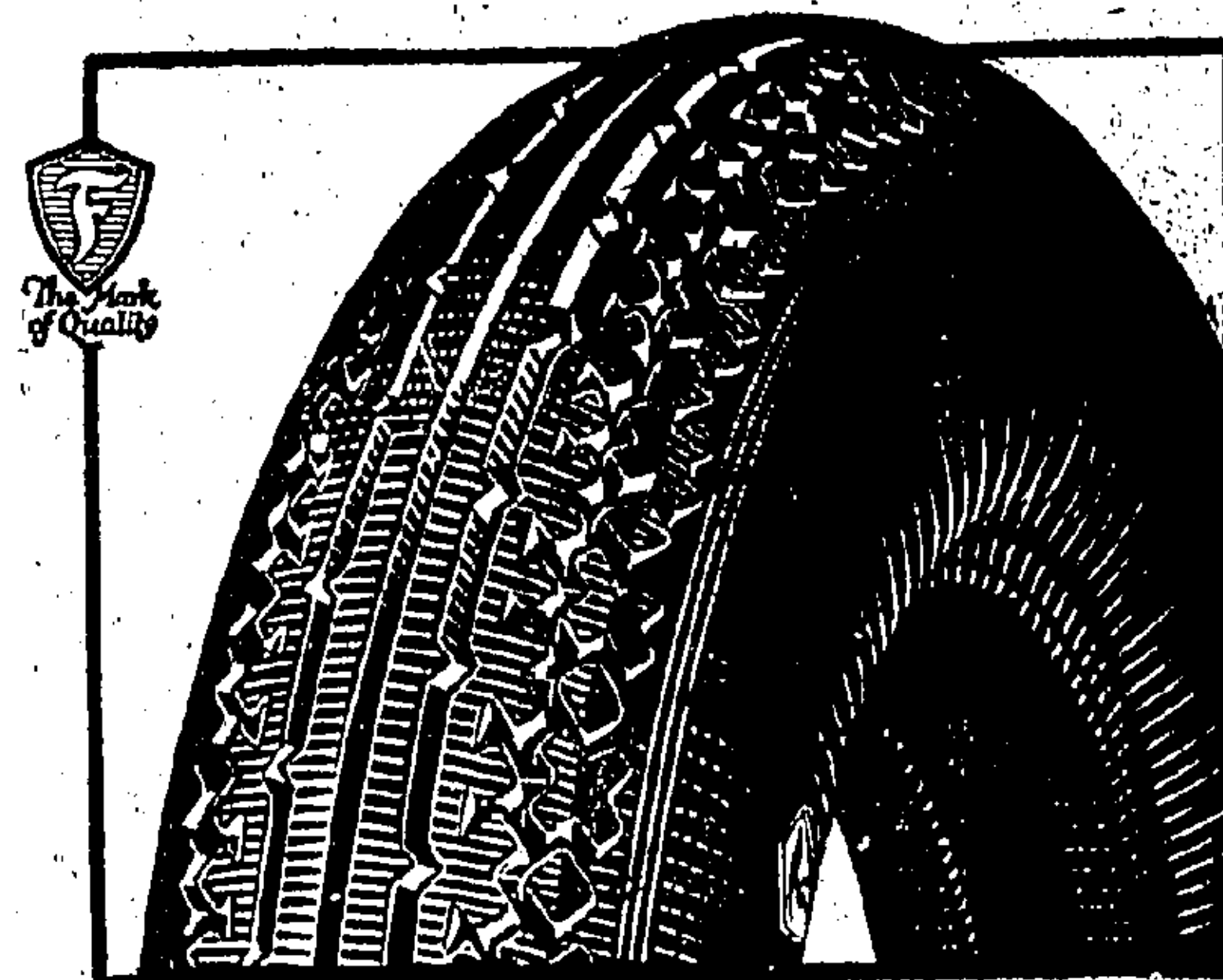
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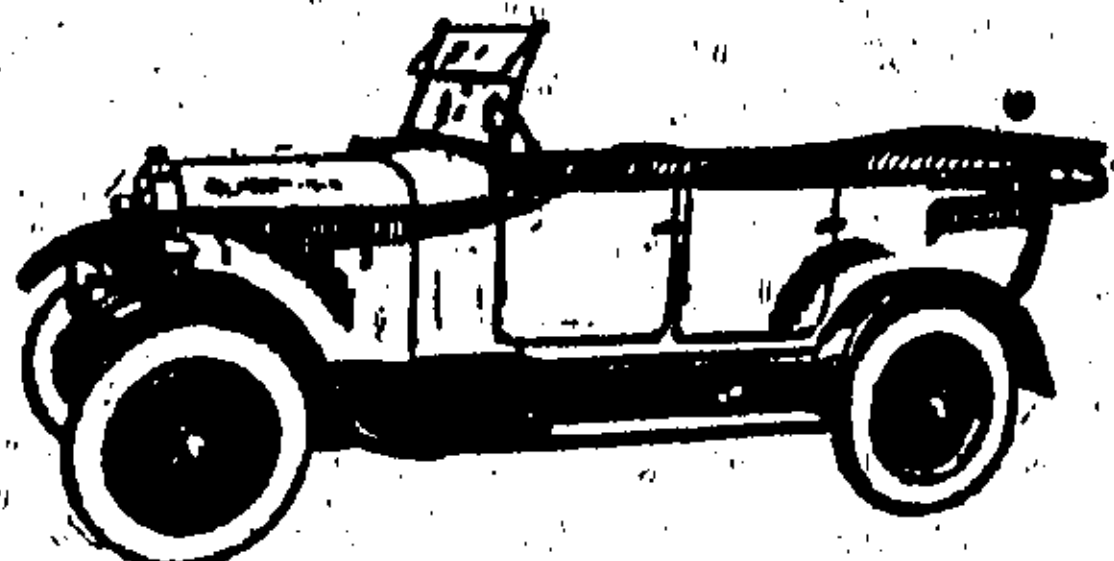
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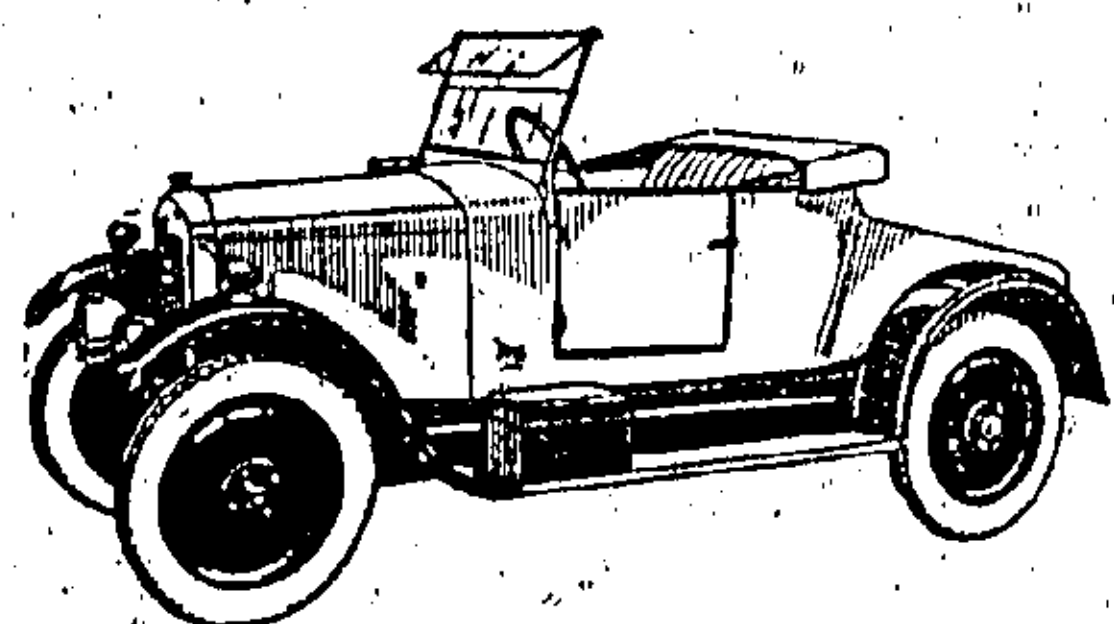
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A PEEP INTO THE PAST.

BY R. W. F. MILLS.

Reference is frequently made in the motoring Press to the "horseless carriages" of the "nineties," a number of which are still in existence and not a few of which are yet capable of carrying passengers on the road. It is common knowledge that the motor movement as we know it today may be said to have commenced in the latter half of the nineteenth century, the passage of the Locomotives on Highways Act of 1896 making it possible to develop "horseless carriages" with a freedom that had previously been impossible. Students of motoring history interested in the early development of the motor car will find a mine of information concerning the "horseless carriages" of the time in Wallis-Taylor's "Motor Cars, or Power Carriages for Common Roads," which appeared in 1897 and in which is embodied the history of previous efforts to solve the problem of road transport and a survey of the types of "power carriage" then in process of development. Apart from the details given of a great many types of contemporary and earlier times the volume affords a most interesting insight into the social history of England at the close of the century. "As soon as a demand for motor cars arises we may expect to find the large and old-established firms of engineers gradually but surely developing, from the more or less imperfect machines now extant, power propelled vehicles of all descriptions that will meet in a satisfactory manner the requirements for different duties. But it is to these large firms and to the eminent engineers connected with them that we must look for such improvements, and not to the charlatans who will doubtless utilise the occasion to the utmost, and succeed in fleecing not a few of the unwary." The author pronounces elsewhere most solemn warnings against the quack engineers holding so-called master patents whose ability to capture the public imagination was so disastrous for the progress of the movement a few years later.

Throughout the volume may be discovered assertions and comments which may cause a smile to-day. The following remarks occur in an account of some tests carried out on behalf of the *Times Herald* of Chicago. The object of the tests was to ascertain "how far motor cars or power-propelled vehicles were capable of performing the work of those moved by animal traction" and the tests further dealt with the "problem" of the most suitable type of wheel for power carriages. The remarks are withdrawn from their context, but they lose little thereby:—

"Mr. Macy's car could not be tested thoroughly on account of the defective condition of the belting employed."

"Whilst these cars were being tested the exhaust gas was so charged with unconsumed carbon that it was found necessary to have a special exhaust pipe and fume blast to convey the fumes from the testing room."

"It is a pity that the igniting apparatus on the Duryea car should have got out of order, putting a stop to further experiments."

The wheel and tyre problem was giving engineers furiously to think. Professor Hele-Shaw had recently lectured the Liverpool branch of the Self-Propelled Traffic Association on "Pneumatic Tyres for Motor Carriages," but the pneumatic tyre, although regarded by some as likely to effect as great an improvement in motor cars as in pedal cycles, was by no means established. "It is not improbable that leather shod wheels may be found to give good results, at least for some types of motor cars, as this substance forms, especially when subjected to powerful compression, a very lustrous tyre which was sufficient elasticity to absorb the bulk of the vibration due to the shocks occasioned by passing over obstructions and uneven surfaces." Balloon tyres and shock absorbers make a stronger appeal in these degenerate days!

The author makes no secret of his conviction that steam would prove the motive power of the future for road transport and while conceding "that at certain recent trials motor carriages fitted with oil engines as motive power attained the best results"

he points out at some length that the latter "will occasionally refuse to start, and that for no detectable or even assignable reason." A further drawback to "oil" engine motor carriages, he states, is that a "motor for vehicular propulsion" should be capable of fine gradation of speed, from practically nothing up to its full rate of travel, and not be entirely upon a set of more or less complicated change wheels and gear for effecting one or two alterations of speed. There was undoubtedly some justification for considering the "oil" engines of the day as liable to "throw off a fuel, evil-smelling, poisonous and smoky vapour which would render their presence in the streets in any considerable numbers an intolerable nuisance."

A certain complacency in descriptions of recent achievements in any field of engineering is no doubt the prerogative of textbooks as a class, and this element is not missing from the following account of a 3.7 h.p. Daimler engine fitted to a Panhard-Levassor "road carriage":—

"The cylinders, as also the trunks fitted with the inlet and outlet or exhaust valves, are cooled by a water circulation, and the connecting rods and crank discs are, as above mentioned, enclosed in an airtight casing, by which they are effectively protected from the access of dust and dirt and foreign bodies. The shell or casing, moreover, being partly filled with the superfluous oil from the cylinders, ensures the perfect lubrication of the crank shaft, etc., and enables the high working speed of 700 revolutions per minute to be kept up without difficulty."

When it was deemed desirable to reduce the speed of the engine the required reduction, "within certain limits," was effected by "checking the exhaust." A lever operated by the driver made it possible to "shift the slide valve so as to modify the exhaust passage and slow down the engine."

The extraordinary claims being put forward for the "oil engine road carriages" of the American inventor, E. J. Pennington, were then commencing to arouse the incredulity of unsympathetic engineers. Wallis-Taylor gives a full description of the important features of Pennington's engine but qualifies the description with the remark: "Much that is eulogistic has been recently said about this motor; and much, it must be admitted, that required more faith to believe than the writer can lay claim to possess."

A long account from the "American Machinist" of Randol's report on the Pennington engine, written in 1896, is quoted in the book, and some of the expressions quoted go to indicate the hazy notions of electric ignition phenomena then current. There are mentions of "mingling" and "ripening" sparks, and of "two-current, refrigerating powers" which have little meaning for the present day engineer. The optimism of the designers of the nineties, who refused to fit an engine of a greater anticipated horse-power than four to any of their carriages, is difficult to understand to-day. Pennington's engine, or rather one of them, weighed 17½ pounds and was expected to develop 2 horse-power. The "Victoria" to which this particular engine was harnessed weighed something just below 400 pounds. Randol states unhesitatingly that "it will easily transport a load of 800 pounds, making a total weight of 1200 pounds."

I should like to quote much more extensively from this text-book of 1896, but space makes this impossible, and I can only recommend anyone interested in the beginnings of the motor movement to find and read Wallis-Taylor's volume if they can.

NEW SIX.

The Oakland Motor Car Division of the General Motors Corporation is putting a new car on the market. The machine will be called the Pontiac Six and will place in the low price class.

CARS SELL ALL YEAR.

The automobile industry is no longer seasonal and sales are being made the year round. People have found that their cars are just as useful and convenient in inclement weather as during the spring and summer months.

World-Wide Demand

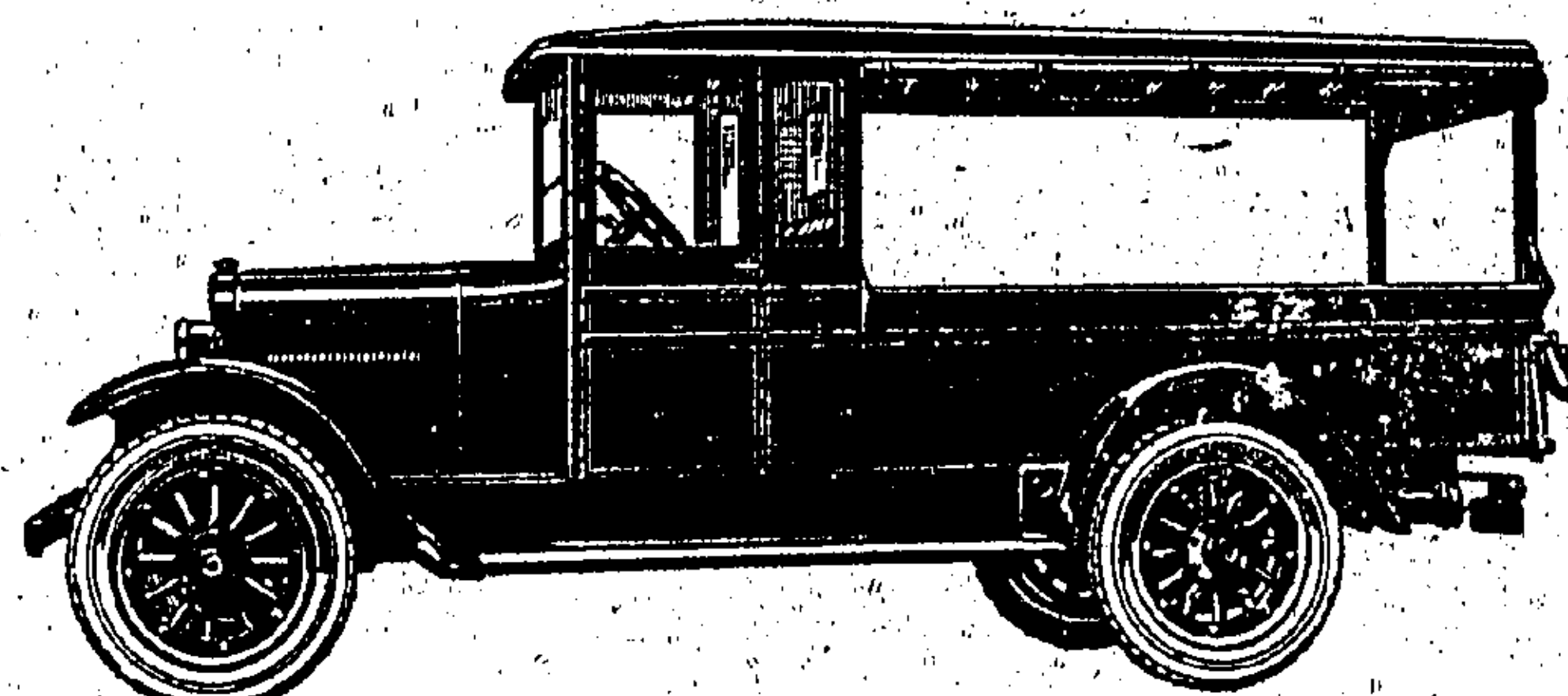
Graham Brothers progress in the export field is no less astonishing than their continued advance in the home market.

Graham Brothers Trucks were first shipped all over the world in volume in 1922. Exports for 1925 exceeded those of 1922 by over 1300%.

Merchants, business men and owners of bus lines in all territories seeking dependable transportation at low cost have found it in Graham Brothers Trucks and Buses.

THE DRAGON MOTOR CAR CO., LTD.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY ... TEL. C. 1246 or 1247

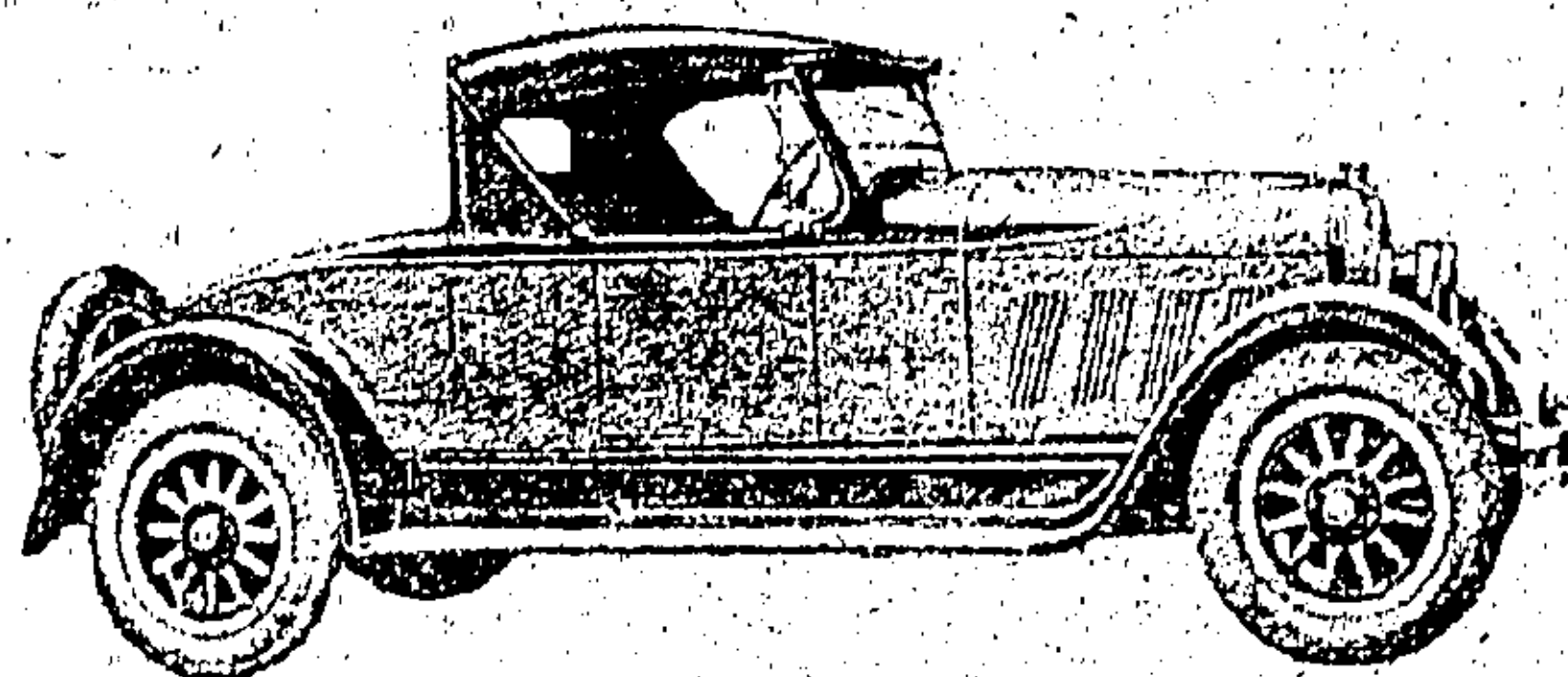


GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS DEALERS EVERYWHERE

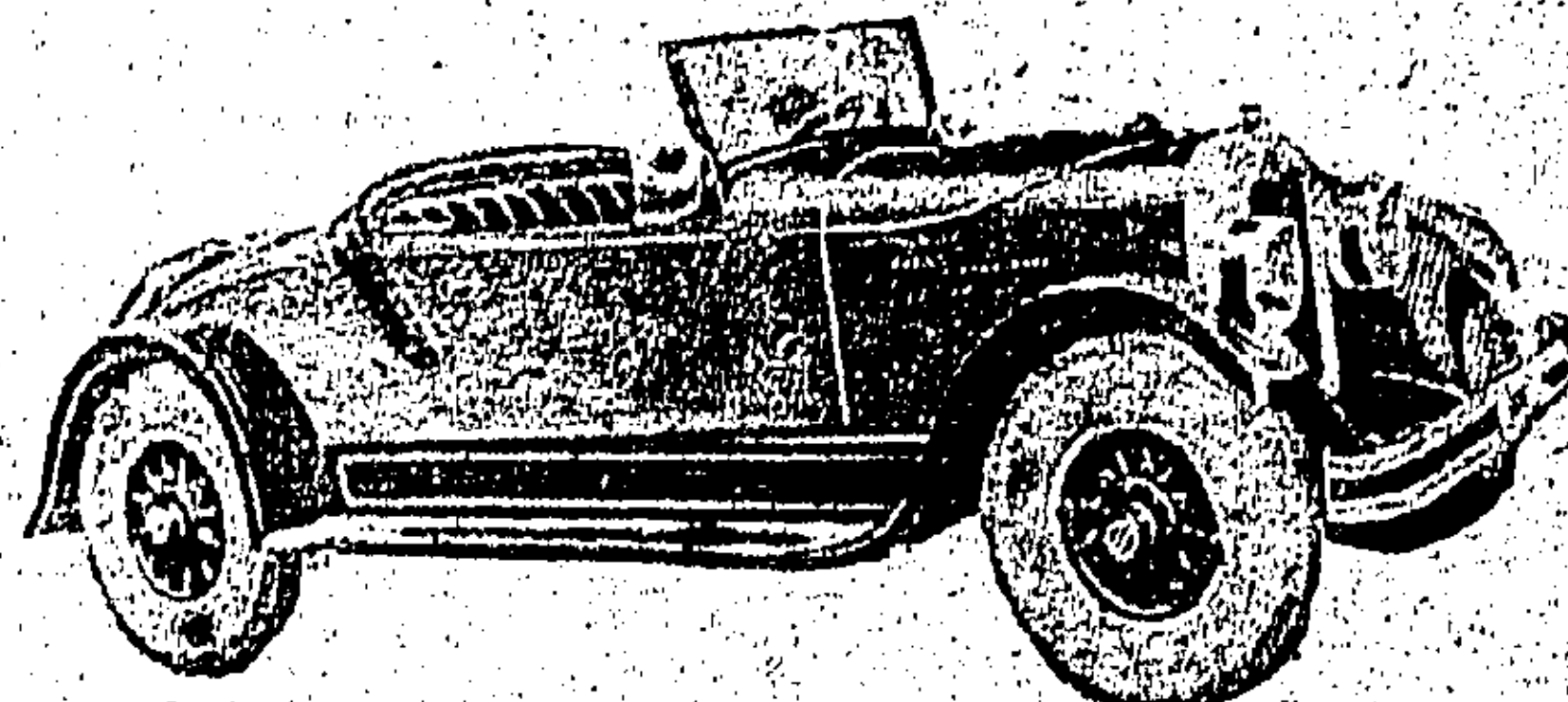
AUBURN

THE 8-88 ROADSTER



The "pleasure" car of the Auburn line. A run to the Club—Shopping—four or pleasure trip. Large comfortable seat in rear deck, entered through door, eliminating necessity of performing acrobatic stunts to get into and out of this seat. This door gives convenient access to rear compartment for golf clubs, packages or luggage when seat is not in use.

THE 4-44 ROADSTER



Same body design as the model 8-88 Roadster with same conveniences. Upholstery of brown Spanish leather. Snap and pep to satisfy the most exacting demands on a real "pleasure" car. Looks that make it the centre of many eyes wherever it is parked. Not a pocket edition but a real car the same as the other 6-Sixty-Six models, 120" wheelbase.

SALE AGENTS FOR SOUTH CHINA

UNIVERSAL AUTO SUPPLY CO.

Inspect our large stock of Motor Accessories and Spare Parts.
Sole Agents for Indiana Trucks.

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TELEPHONE C. 4915.

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MOTOR OILS
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GASOLINE

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DELIVERED BY OUR OWN
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SHELL PUMPS
IS ALWAYS THE SAME
PERFECT QUALITY AND
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The Asiatic Petroleum Co. (S.S.) Ltd.
(Incorporated in England)

THE MORRIS TRUCK IN SHANGHAI.

A ONE-TON VEHICLE OF GREAT ADAPTABILITY.

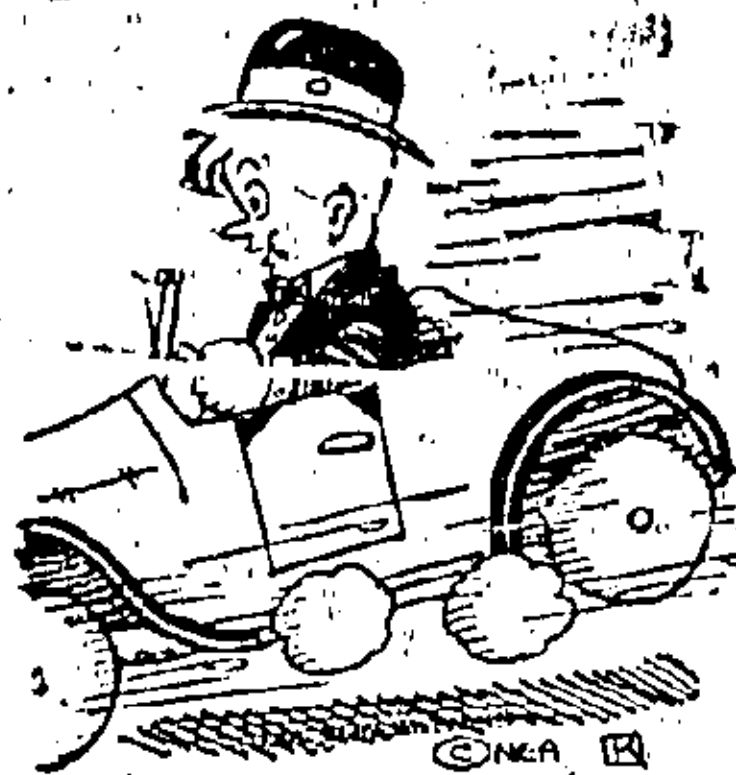
Rapid transport is the essence of any modern successful business, but whatever form of transport be used it must be reliable and economical. After carefully reviewing the needs of the present time, Morris Commercial Cars, Ltd., decided to concentrate upon the production of a one-ton truck of sturdy build in the knowledge that this vehicle, in conjunction with the 8-cwt. Van, made by Morris Motors, Ltd., would fill the needs of many tradesmen who wish to expedite their business by the employment of more modern forms of transport.

In the design and construction of the truck, economy in operation has been the keystone. This does not merely mean low running costs, although these have been reduced to a workable minimum; it means also a large margin of strength in every component, proper lubrication of every moving part, but, above all, the incorporation of very high-quality material to insure against breakdowns, which are, after all, the most expensive item that can be entailed by any transport vehicle. To the seeker after technical novelties there is nothing of outstanding interest in the design of the Morris truck, for the simple reason that it is built on straightforward practical lines, and it incorporates nothing that has not been thoroughly tested in daily use on the road for a long period of time.

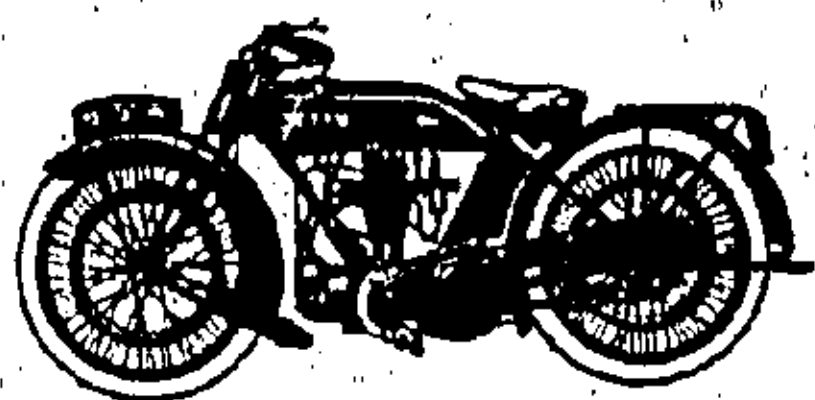
Mounted in a sturdy straight-sided frame of particularly deep section, the power unit is a 14/28 h.p. four-cylinder water-cooled engine with a bore and stroke of 75 mm. by 102 mm. This engine is of the same type as has proved to be eminently successful in the hands of thousands of users of Morris-Oxford cars, but certain modifications have naturally been made to adapt the power unit to the specific needs of the commercial user.

The one-ton truck is marketed in four forms—as a chassis, with an open lorry body, as a standard van and as a closed van de luxe. The Auto-Palace Co. have placed a number of the trucks in service in Shanghai, among other users being the Omnibus Co., Dunlop Rubber Co. (China) Ltd. and Messrs. Lane, Crawford & Co., Ltd.

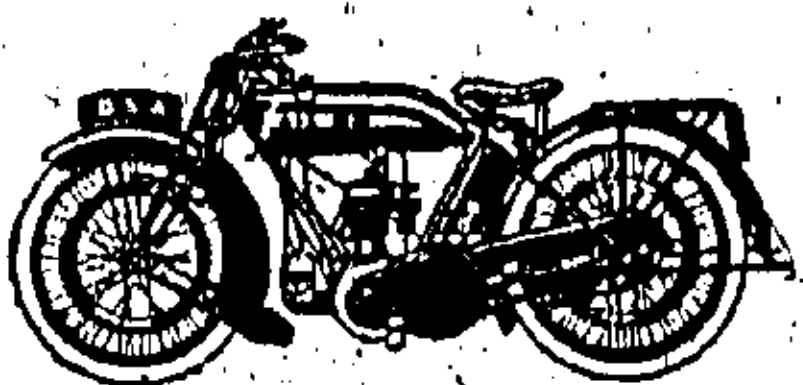
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B. S. A. MOTOR CYCLES



Famous For Reliability and Economy



Full Particulars from the

Sole Agents:

THE SINCERE CO.

THE A.B.C. OF SKIDDING.

SILENCE MEANS EFFICIENCY.

Whenever the roads are wet, many motorists lose all pleasure in driving, since they are in constant dread that their car will skid. Yet if one knows why skids occur their danger can be reduced to a minimum. The first thing to remember is that a car will hold the road under normal conditions, owing to the friction between the tyres and the road surface. This friction is considerable, and it takes a certain amount of force to overcome it. On a greasy road, however, the friction becomes less, and varies according to the special design of the tread and weight of the car on the wheels. It is on the greasy road that a skid is most likely to happen. The force which will cause a skid can be generated in three ways: taking a corner at too high a speed, the sudden application of the brakes or too rapid acceleration, and turning the steering wheels too sharply and too far when travelling at any rate. Each one of these will result in a skid.

What Causes a Skid.

A corner taken rapidly on a greasy surface causes the back of the car to rush outwards. Even on a dry road when sitting in the back of the car one can feel force being exerted. If you watch the springs of a car travelling rapidly round a corner you will notice the tendency of the back of the car to skid outwards. It is only the friction between the tyres and the road which prevents this developing. On the greasy road the friction is reduced to such an extent that skidding becomes possible. Sudden braking, especially if the wheels be locked, disposes of all friction between road and tyres, and a skid is the natural sequence. Sudden acceleration has exactly the same result: the wheels are driven round faster than the car is travelling, hence all friction is destroyed. Turning the front wheels on too great a lock is practically the same as turning a corner too quickly—the back of the car is forced in the opposite direction to that in which the front wheels are turned.

Drive Carefully Always.

The whole secret of preventing skidding dangers is to drive carefully. Reduce the speed gradually and in plenty of time, so that sudden braking is not necessary, take all corners gently, accelerate moderately and look well ahead in traffic so that you have not to swerve quickly and suddenly to prevent a collision. No matter how careful the driver may be, however, there are occasions when a skid occurs, and it is then very necessary indeed to know exactly what to do. Above all, avoid applying the brakes, since this merely makes matters worse. The instant that the car begins to skid the front wheels should be turned in the direction in which the rear wheels are skidding, the clutch should be put out, and the brakes should be ignored. If this be done the car will right itself very quickly and resume its normal course.

RENOVATING OIL.

NEW CRANKCASE DEVICE.

A small tank, looking somewhat like the vacuum gas tank now in most automobiles, can now be used to keep the crankcase oil clear of water, gasoline and dirt.

This device is now being manufactured by an American firm, after several thorough tests have shown its feasibility.

While the engine is running, the tank cleans the lubricating oil, filters it, and returns it to the crankcase about as pure as when

the oil was first put in.

Air is drawn into the tank at the same time that the oil is made to flow up through the bottom of the tank. Both the air and oil are brought into an exhaust-heated reservoir, whence the oil and air are delivered into an upper chamber in the tank.

During this process, the air is forced to bubble through the oil. This is the aerating process for clearing the oil of gas and water.

At the same time the heated oil is subjected to sub-atmospheric pressure, so there is an additional tendency to vaporate the fuel and water that may have been in it.

When the aerated oil gets to a definite level in the upper chamber, it flows over, through a filtering device, into a lower chamber. From this chamber it is returned to the crankcase by gravity.

Under average conditions, say the makers of the aerator, the entire oil supply of the average engine can be run through this device about four times an hour.

DUTY 45 PER CENT.

Czechoslovakia extracts an import duty of 45 per cent. of its value for every car shipped there from the United States.

WIPERS ON STREET CARS.

The Eastern Massachusetts Street Railway Company is planning to fit all of their street cars with wipers similar to those used for cleaning automobile windshields.

BRITISH AUTO TRADE.

The British auto industry now consists of 95 passenger car manufacturers, 90 truck and bus makers and 700 producers of parts and accessories.

SECOND IN EXPORTS.

American automotive exports rank second among commodities shipped abroad. The annual demand for 380,000 cars equals that of 24 of our own smaller states.

MORE CARS SCRAPPED.

Scrapping of automobiles will go on at a greater rate than ever, auto men believe. Last year nearly 1,500,000 cars were junked.

BEAUTY—COMFORT

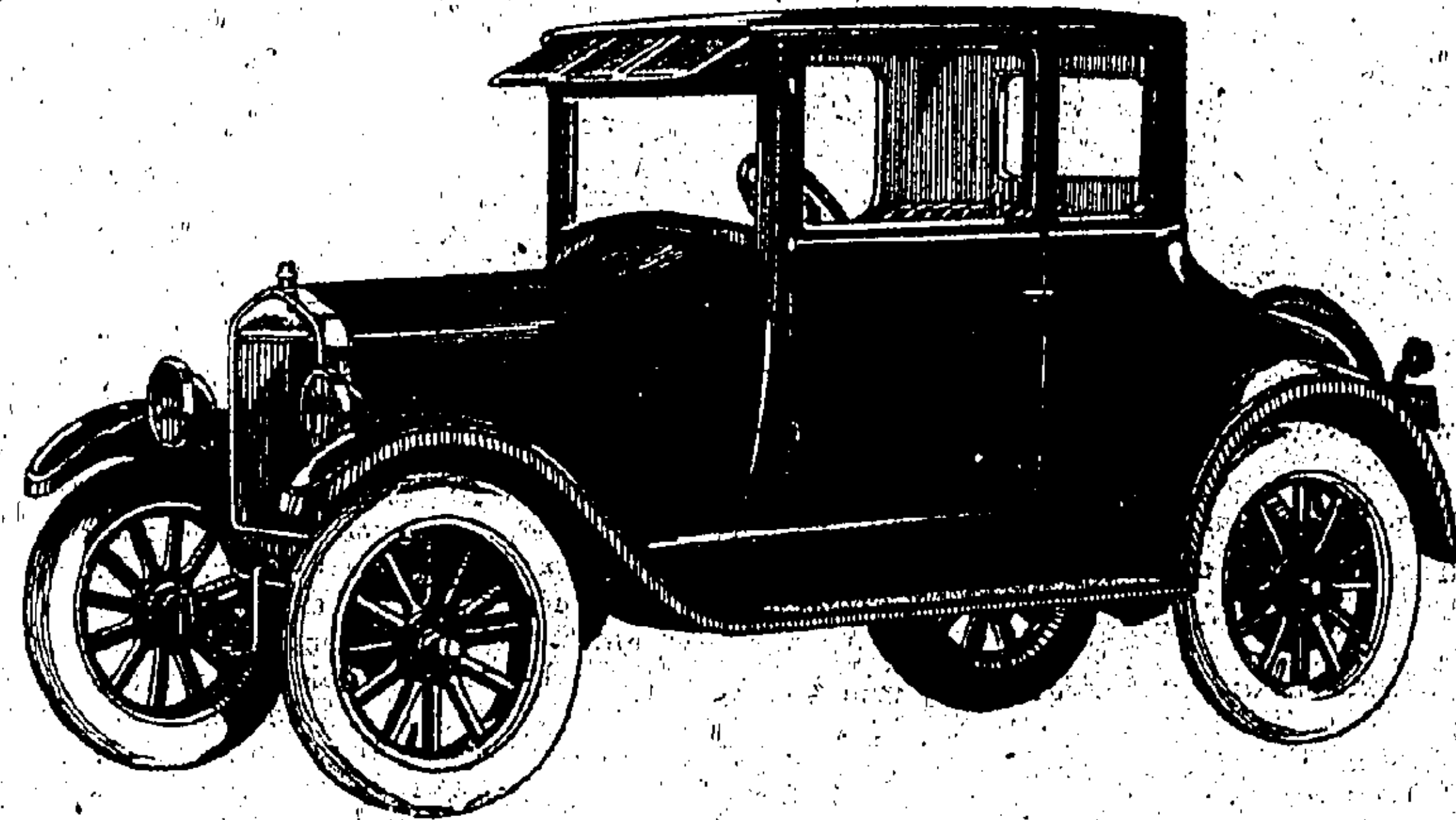
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Ford

H.K.\$1,425

Delivered Kowloon.

Price includes self-starter and demountable rims.



A New and Improved Car At the Old Price

The increased value in the new and improved Ford cars are specially noticeable in the smart looking, compact Ford Coupe, with its roomy, easy seat and pronounced beauty of line. All of the practical values which have made this car so universally popular are found in the new model in greater measure. Every added feature gives additional comfort, style and good looks, in addition to remarkable utility. This has been accomplished without any increase in price. As a car for personal or business uses you cannot ask for one more satisfactory than the Ford Coupe.

THE COUPE

Colours: tartan green, carmine lake or moleskin deep grey. Upholstery to harmonize. Polished nickel radiator and lamp rims. One-piece plate-glass windshield; plate glass door windows with rotary lifters. Unusually large capacity rear deck. Closed end sun visor of new design. Fuel tank under cowl. Standard equipment includes windshield wiper, rear-view mirror, dash lamp, starter, demountable rims and four cord tyres. Balloon tyres H.K.\$50 extra.

Andrew Harper

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Telephones:— C.4895 and K.1216.

Ford Motor Company

Detroit, U.S.A.

CONVENIENCE—UTILITY

BUSES v. TRAMS.

REPLY TO TRAMWAY CO. CHAIRMAN.

We have received the following letter for publication:

Sir,—Your report in last Thursday's paper on the Tramway Company meeting is headed "A plea for Railless Cars." A "plea" it undoubtedly was, and, as such, touched us greatly, but as to actual facts, it utterly failed to convince.

The Chairman was at great pains to prove that motor buses are costly, uneconomical and generally inefficient. Such being the case, may we ask why electric traction shares generally, in Great Britain, Canada and the United States, are steadily decreasing in value, in direct proportion to dwindling earnings, while shares in motor bus companies are constantly appreciating?

We fancy that years ago when electric trams were superseding horse-drawn trams, the feared conservative "die-hards" of the time moaned grievously, and prophesied dire ruin for those rash enough to invest in electric traction shares. They undoubtedly pointed out the high cost of maintaining an involved system of electric wires and generating stations, while, on the other hand, a few acres of farm land would produce the necessary fuel to keep the good old horse trudging his weary way around the town.

The "plea" of the Tramway Chairman, as reported by you, reminds us very much of what the foregoing must have been like.

The authorities quoted are undoubtedly worthy gentlemen, but their statements leave us quite cold. They are both mutually prejudiced. What we would like to see would be some reports by properly constituted, unbiased Committees, who have investigated the matter with the sole idea of obtaining just what we, in Hongkong, require—cheap and efficient transportation.

We quite agree that the present transportation systems in Kowloon are but pure make-shifts, involving as they do, cheaply constructed and badly maintained vehicles, operated mostly by careless and badly trained drivers.

The daily scene at the Star Ferry with various rival conductors trying to out-shout each other for fares, reminds us of a scene at a country fair, and is a disgrace to a British Crown Colony.

On the other hand, we feel that the Hongkong Government, in calling for recent tenders on bus fares (such as the Lanchester-Uni Long service referred to) have laid down onerous restrictions, which, if followed up, would result in financial failure. Contrasted with their previous apathetic attitude (the fruits of which are so apparent in Kowloon to-day) their present attitude savours rather of "locking the stable after the horse has run away." But enough of Government Mandarins—let us get back to something at least reasonable.

Given the fact that we in Hongkong demand, and must have, economical transportation, the motor bus would appear to solve the question, for the following (among many) reasons:—

1. Properly operated, the general overhead should be low, as there are no tracks or electrical distributing systems to maintain. The only depreciation is on the buses themselves.

2. A motor bus system is flexible. If a large number of people are to be transported from one spot to another, various routes can be utilized simultaneously, instead of using one congested route as in the case of Tram Lines.

3. Routes are easily changed. If roads are torn up on any one route—thus congesting traffic on this street, motor buses can be diverted by other routes and the congestion relieved.

4. Motor buses are faster. But then why go on? It's all so pitifully obvious.

Reference is made to buses being successful in America where "petrol is cheap." We seem to remember seeing buses in London, where petrol is not cheap; also those buses do not burn the same quality of petrol as the ordinary motor car. They burn a cheaper grade, which might be forthcoming here if the buses were.

The writer is not an expert on motor buses or trams, but sure-

RIGHTEOUS ANGER.

By the Revd. Ges. E. Arrowsmith, M.A.

Ephesians 4.26.—"Be ye angry and sin not." There are times when the Christian should openly show his wrath, not keep his temper suppressed and held like a hound in leash.

"Ho that will be angry without sin, let him be angry at nothing but sin," says an old writer. The one time when it is right for us to give full vent to the righteous indignation that surges within is when we are brought face to face with iniquity. Christ is our example in this respect. Over and over again the Bible tells us that He "was moved with indignation" because of sin. Cannot you see His eyes flashing and hear the passionate ring in His voice as He exposes the hypocrisy of the professional exponents of religion? Hark to His scathing words, "Woe unto you Scribes and Pharisees, hypocrites, for ye are like unto whitened sepulchres! Woe unto you Lawyers, for ye lade men with burdens grievous to be borne!" Wrong done to Himself was powerless to provoke Him, but wrong done to others called forth the fires from within.

As is the Master, so should the servant be. He who never feels the throbb of indignation is not only unchristlike, he is imbecile! He who can encounter wickedness in the world, injustice in high places, and the sins of society, without a blush suffusing his cheek or an indignant sparkle flashing in his eye, is either a sympathiser with the wrong he sees, or else he is a "poor, worthless creature, more worm than man." Would to God there were fewer of these spiritless Christians, and that there were more men of fierce fire and energy, men not afraid to hear their own voices raised in righteous indignation, men who could infuse some of the pent up passions of the being into stern denunciations of those evils that flourish unchecked and are a disgrace to a nation that calls itself Christian.

During the recent war I was in Gessport staying with an army officer. One night we saw a woman stagger out of a public house. From side to side of the road she tottered—a poor degraded specimen of humanity, besotted with drink. My friend's eyes flashed. "Come," he said, "I cannot allow this sort of thing to go on without a protest."

Into the public house he dived. There were soldiers in the bar, they stood to attention as they saw the officer's uniform. "Where's the landlord?" rapped out my companion; and when that worthy came forward, he heard plain unvarnished truth for once in his life. With hot indignation the officer rated him up and down, and told him that if ever he saw women the worse for liquor issuing from his door again, he would report the matter to the authorities and do his best to get his licence withdrawn.

That is the type of Christian God wants, that is the display of anger that is sinless in His sight. We should never quench those fires that smoulder within, but, instead, we should divert them into right channels. Let us leave the ranks of those timid, feeble, jelly-fish folk, who have not the courage of their convictions, and who drift with the multitude to do evil. Cut yourself free from those who sit still and look on with smiling acquiescence while their fellow creatures are ensnared by sin. Be not afraid of hearing your own voice ringing with indignation as you uplift it against the prevalent vice and shameful sin of the present day—

"Be ye angry and sin not!" If the members of Christendom would only give more play to this godlike anger, how much greater respect they would gain for their Church! It would no longer be dubbed a meeting-house, for women and children, presided over by an effeminate clergy, forever preaching smooth things, but it would be acknowledged as a power in the world for righteousness, a religious dynamo not to be ignored.

PEKING'S FUNDS.

ONLY FIVE MILLIONS AVAILABLE.

Peking, Feb. 12.

Sir Francis Aglen, Inspector General of Customs, is leaving tomorrow for Shanghai.

Sir Ernest Willan, head of the Salt Cadelle, is going on a months' leave only, in a few days, contrary to the rumour that he is resigning.

The Chinese banks are advancing only \$3,000,000 on the \$8,000,000 Treasury note issue, since one million was advanced at the foreign New Year, while the balance of \$7 million is to meet the inevitable demands for more funds after the holidays.

The Ministry of Finance has independently raised two millions, so the total available funds are five millions.

The Japanese delegate to the Tariff Conference, Mr. Saburi, is expected to return to-night. Revelation of his instructions is anxiously awaited by all since the fate of the Conference may depend upon whether Japan decides upon a conventional tariff on independent terms, or agrees to increases enabling her delegation to continue to work with the others.

Advance news of Japan's decision affirming both alternatives has been received and spread by equally reliable persons, but independent action is to-day believed to be the likeliest course.

It is assumed that if Japan makes a conventional tariff agreement, all the other Powers will attempt to follow suit except America, which will simply raise the increases agreed to at the Washington Conference to five and seven-and-a-half per cent. respectively, and will adhere thereto.—N. C. Daily News.

By some of our automotive experts should be able to produce substantial facts and figures which will at least show that the Tramway Company has argued on the basis of facts as they were some years ago.—Yours etc.

OMNI BUS.
Hongkong, Feb. 27th, 1926.

SYRIA AND MOROCCO.

FRENCH CHAMBER REDUCES CREDIT VOTES.

Paris, Feb. 26.

In spite of M. Painlevé's opposition, the Chamber by 264 votes to 246 has adopted a Socialist amendment reducing the credits for Syria and Morocco by one million francs, with a view to terminating the operations there as soon as possible.—Reuter.

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East as the House of Quality.

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COPENHAGEN-TOKYO FLIGHT.

DANISH FLIERS TO TRY.

Copenhagen, Feb. 26.
The Danish flight Lieutenants Botved and Hirschfeld will leave on March 15 in two Fokker aeroplanes to fly to Tokyo, via Germany, Poland, Rumania, Bulgaria, Turkey, Persia, Siam, Indo-China and China.—Reuter.

U. S. TAX CUT.

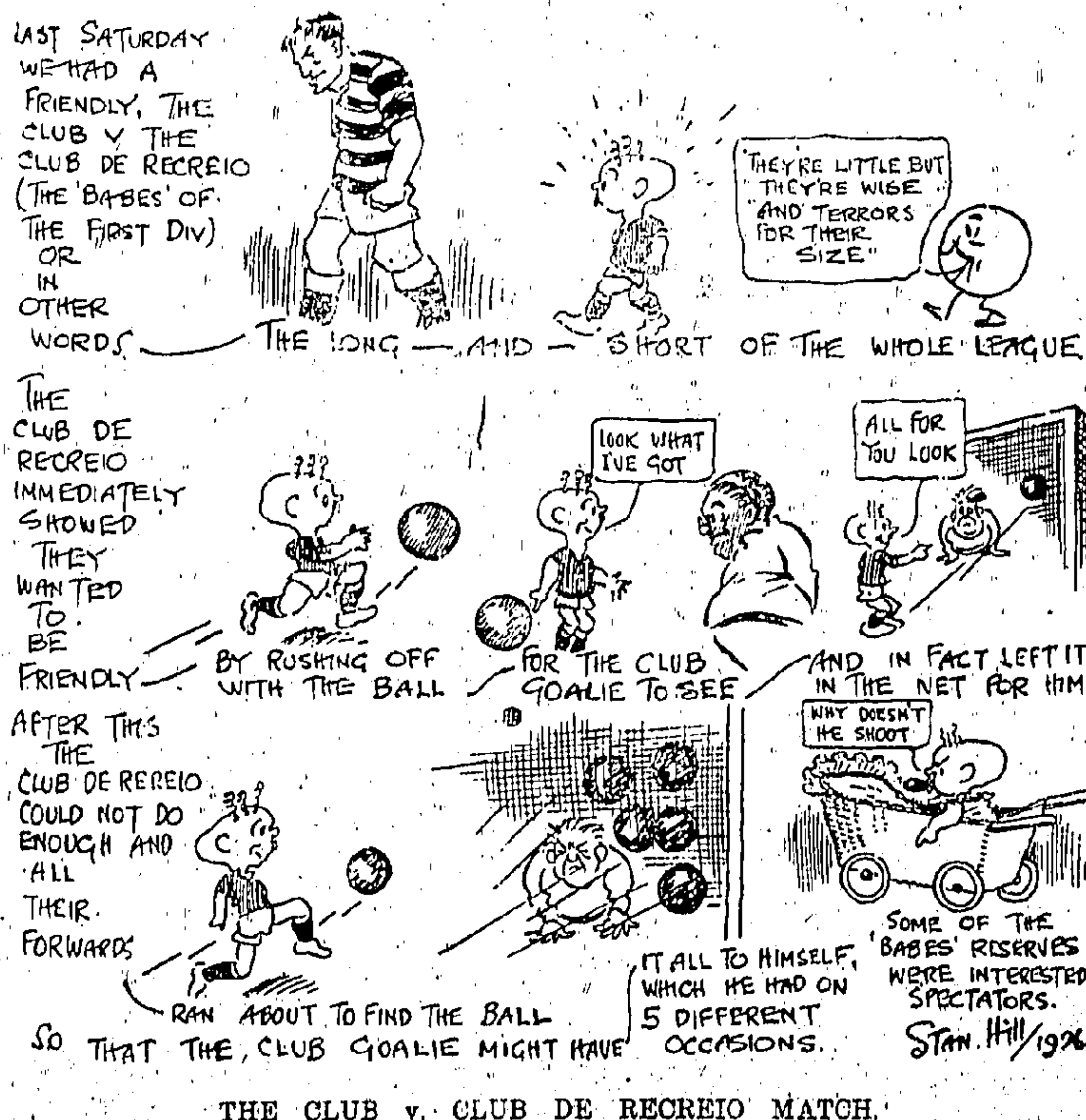
NEARLY 400 MILLIONS.

New York, Feb. 26.

President Coolidge has signed the Tax Reduction Bill, cutting next year's taxes by \$378,000,000.—Reuter's American Service.

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(By Stan. Hill)



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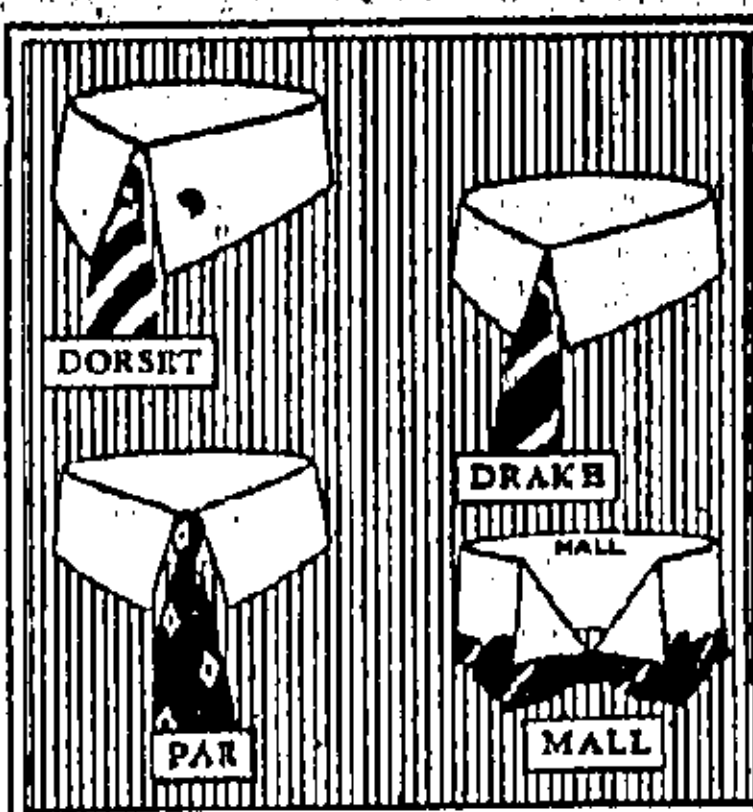
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RAILWAY ROMANCE.

70 MILES AN HOUR IN
THE FORTIES.

The great speed attained by
certain trains as far back as the
forties compares very favourably
with that of modern trains, as is
shown in "Brunel and After"
(the romance of the Great
Western Railway), just published
by the company.

It is stated that in February
1847, on the new Exeter-Newton
Abbot section, "a speed of 70
miles an hour was attained with
light trains." In 1844 a special
train took Sir Robert Peel and
Lord Stanley from Paddington to
Slough—on their way to Windsor
Castle—in 18 minutes, while a
second covered the distance in
half a minute less.

The "Great Western," one of
the first locomotives built at
Swindon, is credited with "reach-
ing at times the neighbourhood
of 80 miles an hour."

"THE NARROW GAUGE."

The comparative lightness of
the trains, averaging 67 tons, as
compared with the 300-400 tons
of the crack expresses of to-day,
is given as one reason for these
high speeds.

Perhaps the best story in the
book concerns the conversion of
the track from broad to narrow
gauge, and is quoted from the
"Gentleman's Magazine."

The other day an ancient guard
on the line was knocked down
and run over by an engine, and
though good enough medical
attendance was at hand, the
dying man wished to see the
company's doctor. "I am glad
you came to see me, doctor, as
I hope by the up train," said the
poor man.

"I know it is all over with me.
But there, I'm glad it was not of
them narrow-gauge engines that
did it."

How the telegraph was first
employed on the railway for crime
detection is vividly described. In
response to a message, thieves
were arrested and various
suspects cautioned.

CHINA'S UNITY.

CULTURE AFFECTS HER
POLITICAL FUTURE.

Professor P. Roxby, of the
University of Liverpool, lecturing
recently at the Geographical As-
sociation Conference at the
London School of Economics on
"The concept of natural regions
in the teaching of geography,
with special illustrations from
China," said that practically the
whole of China, however great
the differences might be between
different parts of the vast country,
was, from many points of view,
a single culture area, perhaps the
largest single culture area in the
world.

In spite of all the separate
tendencies of the various pro-
vinces, there was an underlying
unity of culture which must sooner
or later be reflected in the
political sphere, and which would
oppose any tendency to divide
that country into separate
political units, whether auto-
nomous or political units con-
trolled by external Powers.

At the same time there were
profound far reaching regional
differences in China, and not-
withstanding the frequent conflict
introduced by personal or group
combinations such as they saw
in the Chinese political world at
the present time, those regional
differences tended to be reflected
in the political sphere and they
formed a permanent element in
the Chinese problem. The ex-
istence of those regional
differences was not a matter of
regret to those who saw geo-
graphically the wonderful drama
being worked out of a growing
inter-relationship of different
types within one large co-
ordinated whole. It was a
guarantee of a variety of culture
if only the process of federation
and co-ordination could be
achieved successfully.

Notwithstanding the political
tumult, there was going on in
China a steady and rapid growth
of public opinion and a real
constructive movement on the
part of the mercantile and
educated classes for unity. The
development of a harmonious
United States of China, however,
could hardly be expected to be
more rapid than the progress of
Europe towards a United States
of Europe.

T SAR'S JEWELS.

ON VIEW IN MOSCOW.

By a dramatic gesture the
Soviet Government has disposed
of all the innumerable stories and
rumours circulated for years as
to the fate and whereabouts of
the Russian Crown jewels.

They have simply placed them
on public exhibition—the price-
less crowns, sceptres and other
regalia that are variously alleged
to have been smuggled over
frontiers, or lost, or sold to
American millionaires, or broken
up in order that the diamonds
and rubies, brilliants and pearls
might be disposed of individually.

The fabulous treasure, is now
displayed in the headquarters of
the Soviet Trade Unions in
Moscow. The most imposing
"exhibit" is the Imperial crown.
Made by command of Catherine
the Great, it is of solid gold, and
weighs five pounds. It is orna-
mented with 5,000 brilliants, 75
pearls, and a ruby weighing 400
carats—the largest ruby in the
world.

Next in value is the so-called
"Dershawa"—the symbol of the
unlimited authority of the "Tsar
of all the Russias." A golden
ball encircled by brilliants is
surmounted by a cross of
precious stones resting in a
socket composed of a single
sapphire weighing 1,200 carats.

THE ORLOFF DIAMOND.
Then there is the sceptre—a
golden staff on whose top rests
the famous diamond known as
the "Orloff." This stone, weigh-
ing 195 carats, is the third largest
diamond in the world, and was
smuggled out of India in the 18th
century by a certain Count
Orloff, who presented it to
Catherine the Great.

Golden chains set with
diamonds and other gems of
fabulous worth are also in the
collection, which is now the pro-
perty of the Bolshevik Republic.
It is announced that the Soviet
Government has no intention of
disposing of the jewels abroad.

SAUSAGE SECRETS.

THE ONLY SAFE WAY.

Mr. Cutcliffe Hynes' letter on
the "Decay of the Sausage" in a
recent copy of the Daily Mail has
revived discussion on a baffling
subject.

Many times since the Ministry
of Food attempted, during the
war, to classify the sausage,
analysts, to whom this edible has
revealed strange secrets, have
urged that a Government standard
for it should be fixed. But the
sausage still holds its secrets,
and no one definition can be
found to cover the whole variable
category.

The Food Ministry fixed prices
for three grades of sausage—con-
taining more than 67 per cent.,
more than 50, and under 50 per
cent. of meat.

Trouble arose owing to the
evaporation of the moisture that
every sausage contains, and the
question at issue was: "Does the
meat or the bread evaporate
most?"

The help of the Society of
Public Analysts was invoked. It
was desired to fix a standard for
the sausage and to prescribe a
certain degree of moisture.

But no real solution was
reached. Two learned papers were
read to and discussed by the
Analysts' Society. One dealt
with analysis of the sausage and
brought out the fact that:

While the meat may be derived
from any part of the animal, it is
in most cases impossible to deter-
mine either the animal or the
part used.

A sample sausage mentioned
contained 23.7 per cent. excess of
water, and was found to consist
largely of tripe.

The housewife's method is to
ask her butcher for a guarantee
of the sausages, he sells. Many
butchers, as well as proprietary
makers of sausages, do this
without being asked for it.

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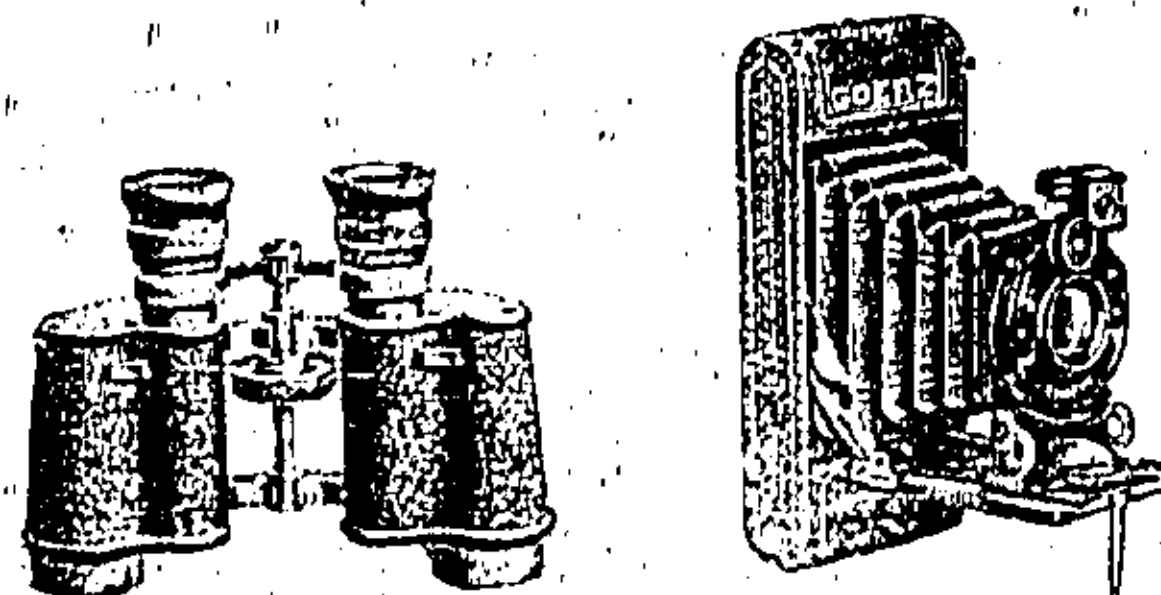
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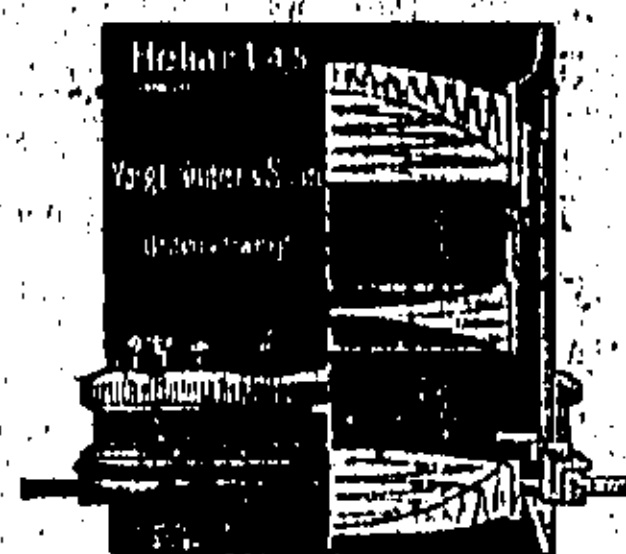
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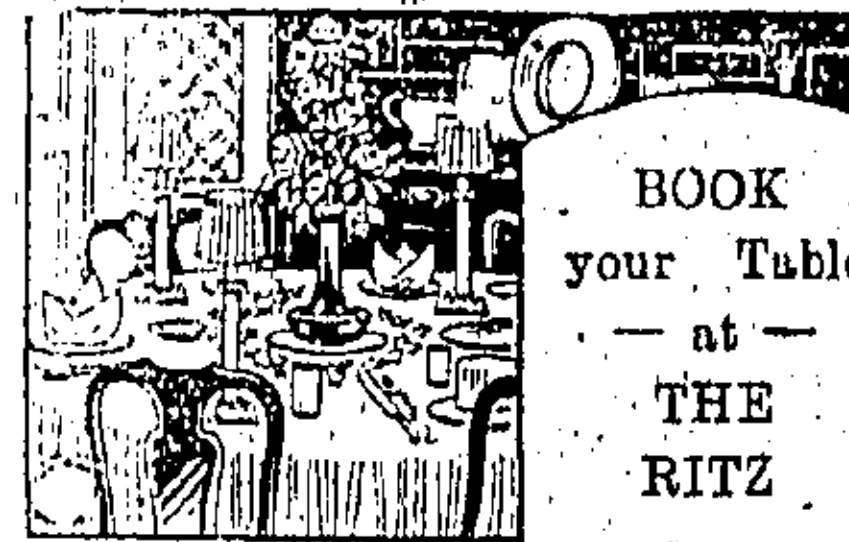
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AT THE MATINEE

CHILD: CAN I BUY SOME CHOCOLATE, MUMS?

MOTHER: YES, YOU CAN IF IT'S NESTLES.

WOMEN'S INTERESTS

AT THE CINEMA

HE: WHAT SORT OF BONBONS DO YOU LIKE DEAR?

SHE: WHY KOHLER'S OF COURSE, SWEETHEART.



Yellow frocks and large hats should be included in the coming season's wardrobe, say fashion experts.

HAT-WEARING REVELATIONS.

Women may be divided at the present moment into two classes; those who put their heads inside their hats, and those who perch their hats on the top of their heads. Psychologically these two classes are as the poles asunder.

For much more clearly is the mentality of the wearer shown by the way in which the hat is worn than by the hat itself. In the manner of wearing a hat a woman's instincts have full play. For there is nothing to prevent her, if she so wishes, from perching her hat on her head, in the style of twenty years ago, but there are many reasons why she would find it difficult to buy a hat of that period. There is the persistence of the sales-woman in pushing her wares, and the impossibility of finding a really antiquated hat such as her soul craves.

The women of the perched-hat are not all of the same type. They are usually in the fifties and sixties, though there are a few quite young ones among them. They are sometimes intellectual, sometimes domestic, sometimes even artistic in the art and crafty style. Their one common quality is the conservatism of their minds and their hatred of change.

Between the woman who is the last word in fashion—and such women are found amongst the working classes as well as amongst the rich and leisured—

TO STOP A "LADDER."

If you see a hole appear in your silk or artificial silk stockings at an inopportune moment, you can prevent a ladder developing by smearing the stocking round the hole with a tiny piece of soap. This waxes the thread and prevents further stitches from slipping.

and woman of the perched-hat, there are innumerable gradations. At the present moment when the first shinglers, tired of their hairless state, are re-growing their hair, there are many women who, after two years' consideration of the matter, are just making up their minds to be shorn.

There are women who change the style of their hair-dressing, or even of their shingle, every week or so, while others insist on the cut and arrangement being exactly the same as their first experiment. And woe betide the poor hair dresser who deviates from this by a hair's breadth!

These two types of mind—the mind that craves change and the mind that abhors it—will never really understand each other. The one welcomes enthusiastically a new idea—often too precipitately—while the other pins his faith to maxima of his forefathers.

Both kinds are needed by the world; the woman of the perched hat and she of the pulled on hat and Eton crop.

FASHIONS ABOUT TOWN.

Fashions seen about London since the New Year have much concerned themselves with water-proofs, umbrellas, and sturdy footwear. Russian boots have gained an added appreciation; long gaiters have had appropriate sales, both in cloth and the type of "American cloth" which needs just a rub with a damp duster, and then a polish, after it has been splashed.

The pretty crepe-de-Chino waterproofs nowadays add welcome touches of colour on drab days. Wine shades are very popular.

A GOOD COLOUR FOR EVENING

Wine shades are responsible, too, for some beautiful evening cloaks. One seen at the Strand Theatre recently was trimmed with silver galon and chinchilla rabbit, altogether a charming garment.

The colourful items of the delightful "Chauve Souris" always provide numerous good ideas for fancy dress—the buttercup coloured, red sprigged muslin, blue trimmed poke bonnet, and blue scarf in "Love in the Banks"; the white satin breeches, blue and white striped blouse the high blue gaiters to imitate sea boots, and the blue sou' wester lined with white of the Copenhagen cameo; and the green, pink, orange, white, and yellow outfit of Katinka, with the absurd little hat, are all worth imitating.

BROADTAIL CLOTH AGAIN.

Broadtail cloth, that useful and elegant-looking material, is coming back to fashion, the modistes say. Miss Diana Furse had a coat-frock of the material at the wedding of her cousin to the Hon. Maurice Lubbock. The collar of the frock was tipped with Burgundy-red velvet, a black and Burgundy-red ostrich chou trimming her hat.

It was lacquer-red which Lady Gaggisbar had allied to black for her dress and coat. On the left side of her corsage there was pinned, instead of the diamond ornament or brooch so many women wear, a small gold elephant and palm tree, the crest of the Gold Coast, of which Colony her husband is Governor.

THIS WEEK'S RECIPE

ORANGE SPONGE.

Required; 3 oranges, 6oz. of caster sugar, 3 gills of water 3 whites of eggs, 1oz. of gelatine, 1 teaspoonful of lemon juice.

Cut the rind very thinly from the oranges, put it into a pan with the sugar, gelatine and water, and when the gelatine has melted leave the pan by the side of the fire for five minutes. Then strain, add the strained orange and lemon juice, and let the mixture cool. When nearly cold stir in the stiffly-whipped whites of the eggs, and whisk until spongy and nearly setting. Pile half the mixture on a glass dish, colour the other half yellow or orange, and pile it on the top.

THE FAIR DANDY.

Pretty Parisiennes are embracing the style and manners dictated by a new Byron vogue. During the morning parade in the Bois (and along the Champs Elysees) (writes a Paris correspondent) Byronic silhouettes are to be seen every day just now in increasing numbers.

A long costume-coat coming to within a few inches of the bottom of the short skirt, gives the effect of a frock coat, and it is buttoned to outline the waist sharply in true Byronic manner.

The bobbed or shingled head has the hair impeccably waved, but it is hidden in a broad brimmed felt-hat of masculine form.

Followers of the new vogue affect the airs of a dandy. The head is carefully poised with up-lifted chin, and a somewhat disdainful expression fixes itself on their pretty features.

VERY CHIC.



Miss Sally O'Neil, of cinema fame is wearing a chic street suit or canton crepe.

SILK WIGS.

To the pretty wigs made by the Paris hairdressers of lustrous floss silk, in various colours, notable in white and in mauve, a new one, of bright gold in very thick, twisted, gold silk, has been added.

The wig is made in the ear-phone style, with coiled plaits covering the ears. In its whimsical brilliance, the new wig should be popular at balls.

Women with natural white hair, vary their appearance very successfully this season by using coloured hair-powder—a style introduced at Deauville last summer, and not forgotten in the capital this winter.

These new wigs do not imitate hair; they are made with a thick, coarse, band of silk, but they are as becoming to the face as is any hat.

For the natural hair, waving is still favoured by most women, but the younger girls like to show a smooth, close-cropped, hair.

LOVELY FROCKS.

Lovely indeed are the evening frocks destined to shine brilliantly at the parties on the Riviera or the English hunt and county balls. Rich stuffs, supple as chiffon scintillate with diamante, crystals, and opalescent stones. Fringes of diamante or of ostrich feathers tipped with the sparkling stones; floating panels gorgeously embroidered; bands of silky fur introduced at unexpected points—these are the devices modistes are using.

It is safe to say that the winter season of 1926 is one of great beauty—feminine beauty. The women and girls of to-day are at their very best, with their demure, shingled heads and their gorgeous frocks; their dangling necklaces and chains, countless bracelets and ultra-smart shoes. A delicious ensemble.

All the best dance frocks are short, but not abnormally so: many of them show an "uneven hem" produced by floating ends of wide ribbon or vandykes of beaded chiffon or lace. The popular silhouette of the hour—it might, indeed, be called the "uniform silhouette"—shows a plain, fitted top and a full hem, the "top" reaching down to the hip line, even a trifle lower, and the full hem a mass of pleated, gored, or gathered flounces.

The charming little dance frock worn at a Negresco Gala made a genuine sensation with the colour and glitter. Silver-silk stockings accompanied the silver shoes, and an exotic make-up faintly recalled the New-Art wax mannequins which had such a success at the big exhibition in Paris.

THE CHARM OF PEASANT FURNISHING.

One of the notable features of modern furnishing is the decided trend towards absolute simplicity of form and decoration in everything needed to complete the room. It is an age for colour, colour in hangings, in upholstery—and even in woodwork.

This is due to Eastern influences, and also, in a large measure, to artistic impulses emanating from Central Europe. So strong is this latter influence that even the type of furniture used by the humble peasants of that part of the world have been welcomed as a breakaway from the traditional styles so familiar in England.

In the home of an enthusiast, interested in Central European art, is a living-room modelled exclusively on this quaint style, and for absolute freshness of effect it is difficult to improve upon it. Every piece of furniture installed is modelled on peasant productions, and the decoration is of highly coloured detail on a painted ground.

A table of the trestle type is accompanied by chairs singularly novel in shape, copies of old examples. These are painted a rich orange colour, and comfort is added to the chairs by soft cushions covered in a gaily coloured cretonne. A chest, painted also, provides substantial furniture for one wall, having a quaint little cupboard above decorated to harmonise.

Fixed near the top of the wall, for the display of plaques, is a shelf which has a protecting rail to allow the china to be tilted forward in order to exhibition the designs, to best advantage. The hangings for the windows carry out the decoration theme in broad borders of exotic flowers of rich colour.

A large open hearth, with a fireplace of brick, completes a unique arrangement, the primitive idea being accentuated by old-world wrought iron fire-tongs and grate, quaint in shape and none the less serviceable.

For the ceiling large beams are employed, the spaces between being filled in with oak-stained matchboard. This dark area above has a restful effect and is a complete change from the usual white plaster.

To the housewife interested in novel styles for home furnishings, the possibilities of this peasant work from Central Europe should be well considered, for it affords endless variety of decoration.



Here are hands worth holding. They have won a contest in Nice and their owner is Marcelle Albani Italian beauty.

NOTES ABOUT SHOES.

Shoes shown for the coming season are not the ethereal creations which were in vogue last season. To say the least of it, they are highly practical, for the Oxford shapes are worn by the smartest women. Buckskin and kid are rivals for popularity, kid, if anything, being in advance on account of the ease with which it is dyed. Suede seems to have lost any prestige it ever had, and is rarely used for an up-to-date model.

Lace-up shoes in tones of bois de rose, ivory or green are something new to which conventional souls have got to accustom themselves. As a very smart afternoon shoe the sandal shape, slightly exaggerated at the sides, is more popular than all the newer designs.

Woven leathers are still counted smart in very bright shades, or in direct contrast there is a plain pump. Linen shoes have held their own against all discouragement, and appear bound with kid in the most exotic shades of orchid, maize or rose for wear with formal toilettes. Coloured raffia vamps and motifs at the back of the shoe are hand-worked novelties which put the price of a jewel-bedecked slipper in the shade.

THE RIPPLING HAT BRIM.

The crown of your felt hat must suffer these days to be fashionable, and a slightly dilapidated look doesn't come at all amiss. Felt still refuses to seriously recognise the charms of either velours or velvet, and the very latest models are as pliable as possible, and turned up at the back; with crowns which, whether they are pushed or punched or folded over, have a large pleat on the top, this to be ranged folding forwards.

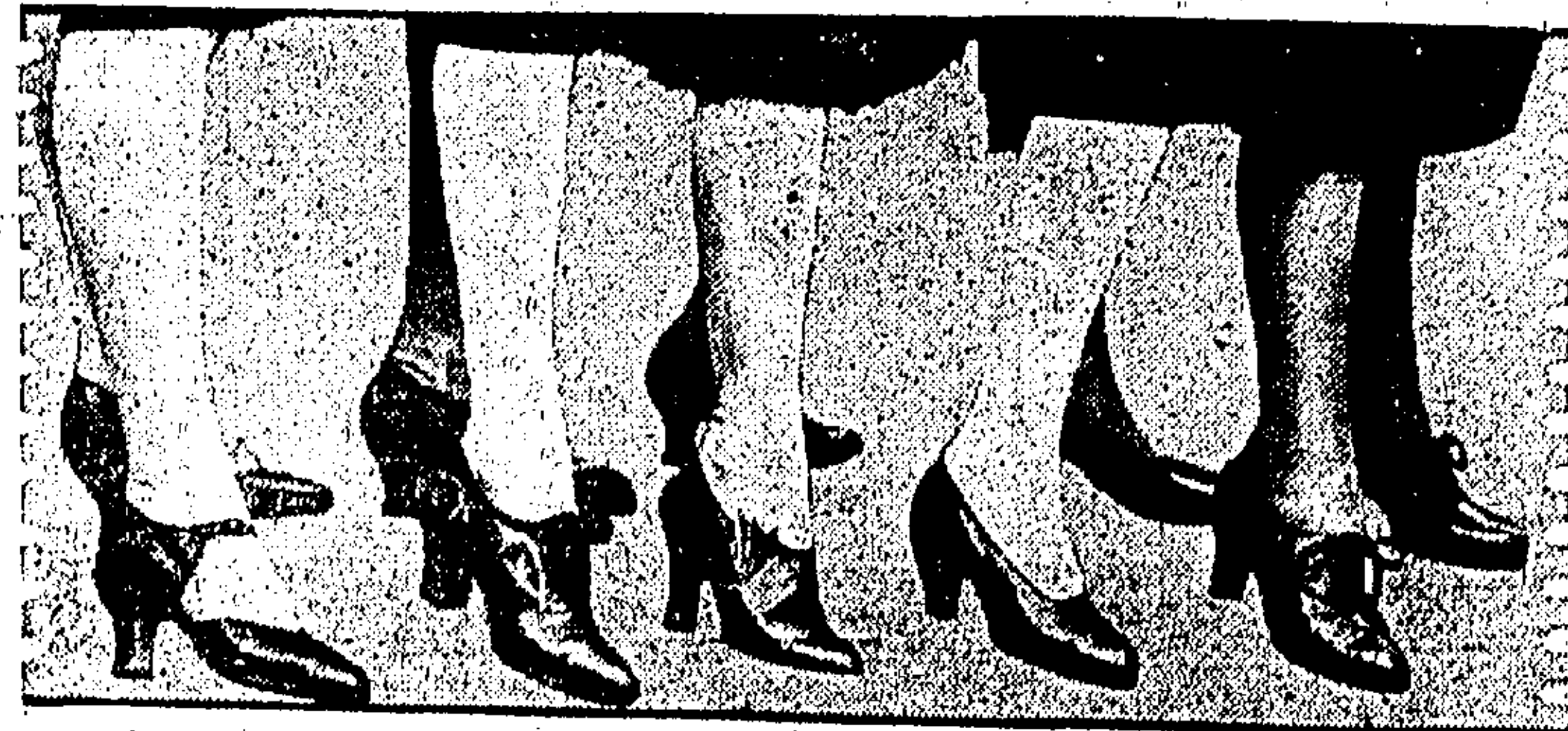
Rippling brims, are receiving serious attention, whether they are arranged with careful folding or are pinched by the encircling band. A wavy effect is always there on a last-minute model. All the wonderful promises of crepe and feather trimming have fallen rather short. Jewelled ornaments still appear to be far more popular, the latest being quite a large copy of a very wavy feather carried out with stones. Conventional bands of grosgrain adorn, the most exclusive models in preference to a more feminine arrangement of velvet ribbons.

Fashionable top coats are made of velveteen lined with leopard skin or printed furs. They are ideal to wear with the sport costume.

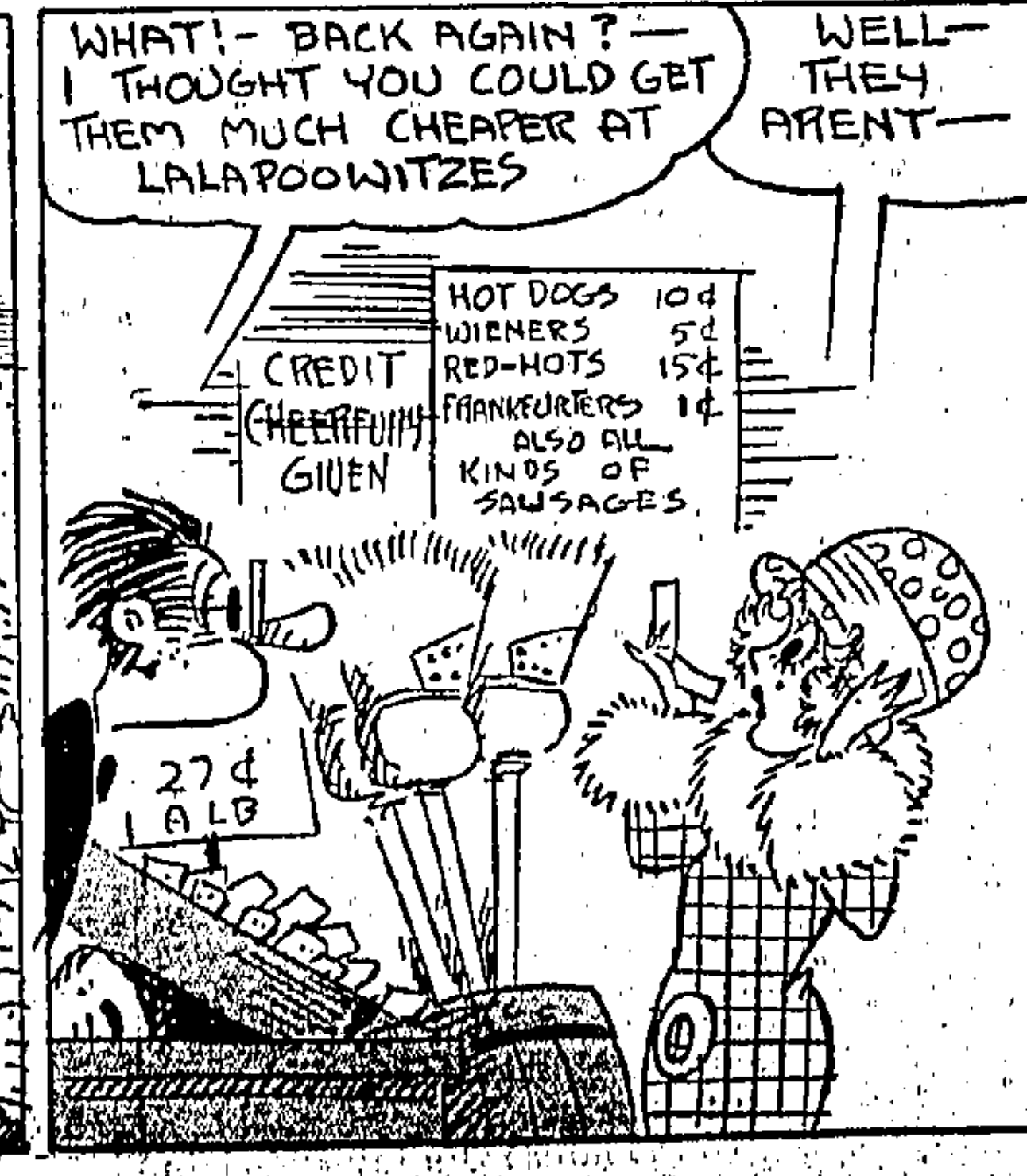
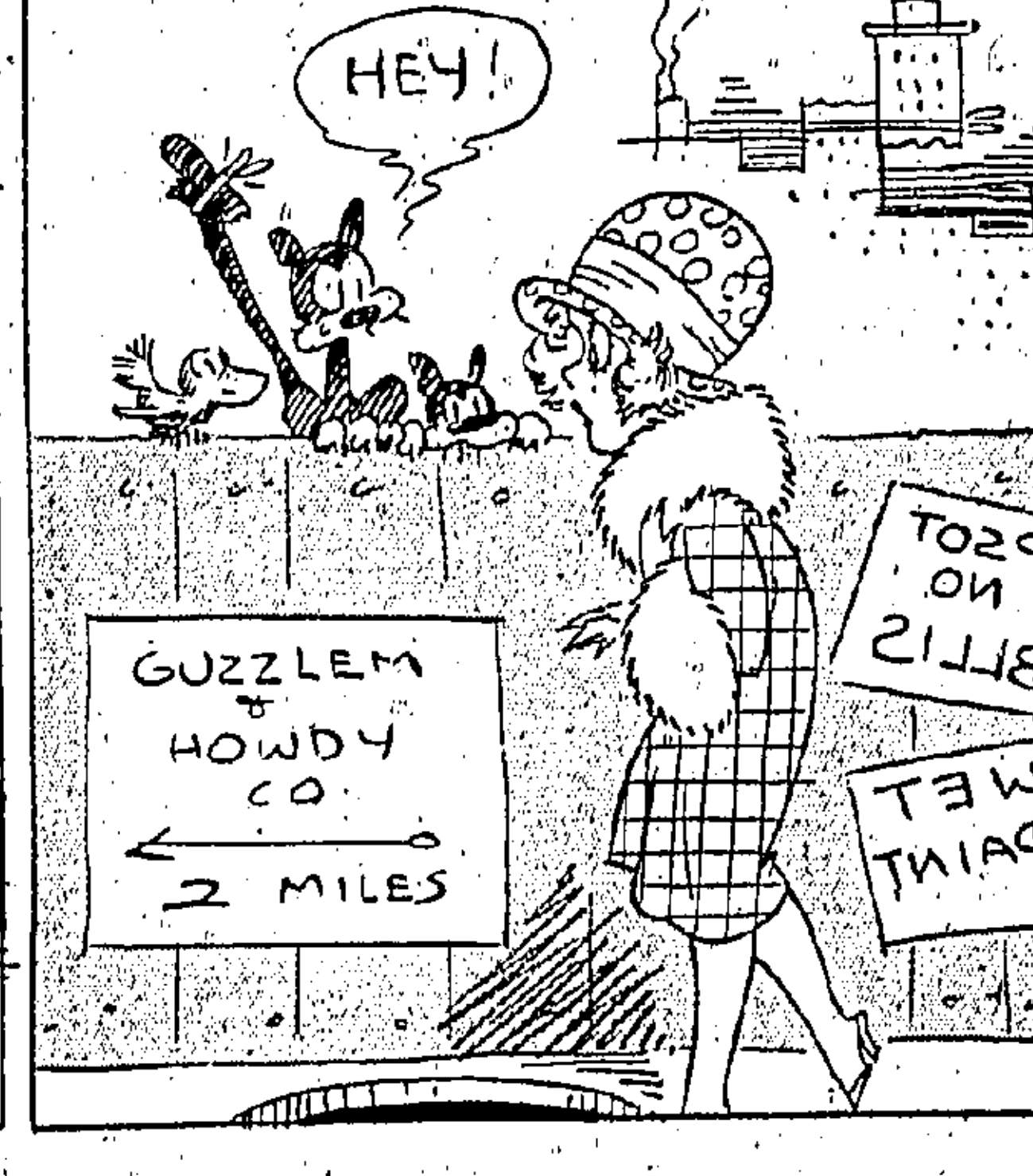
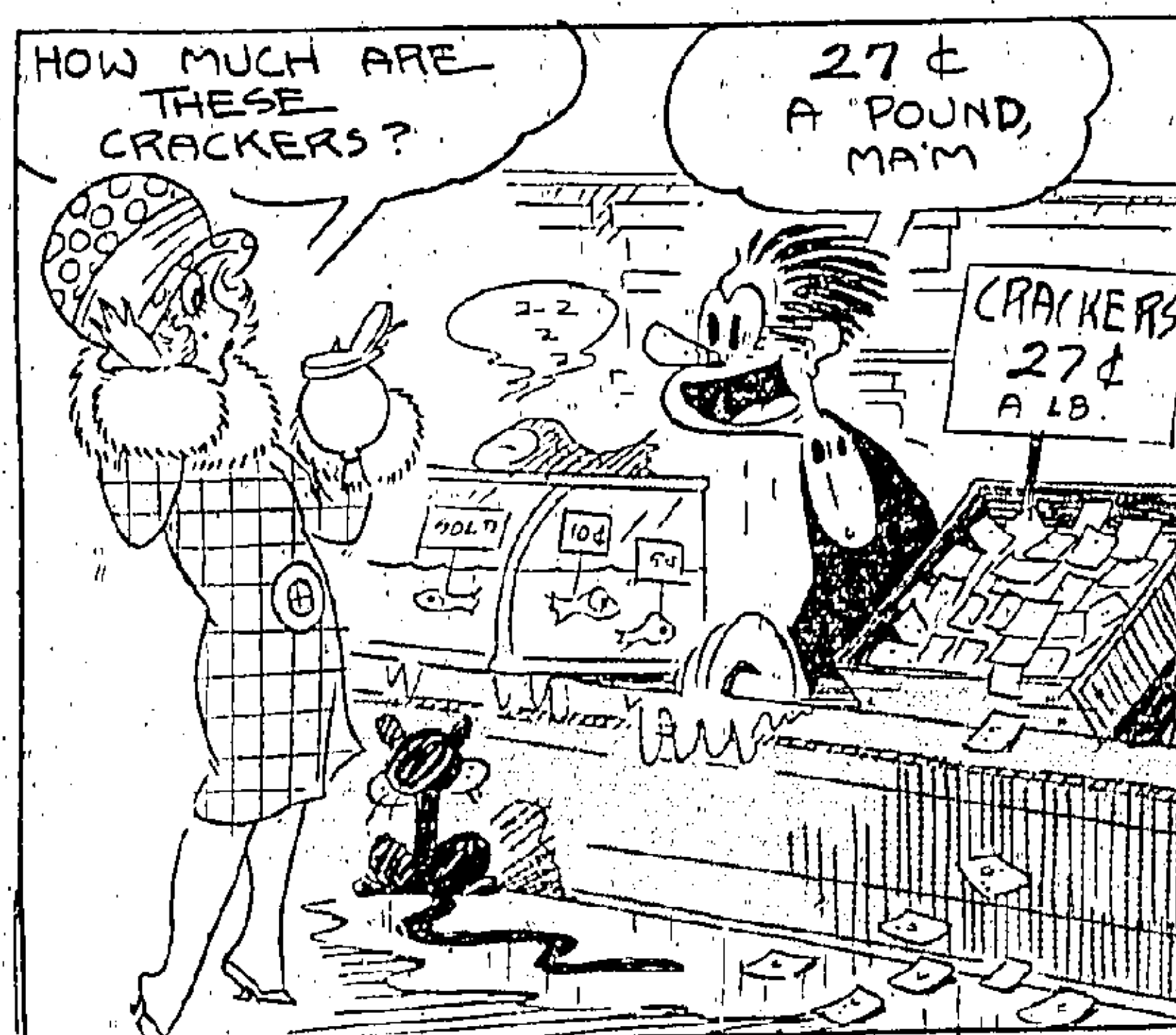
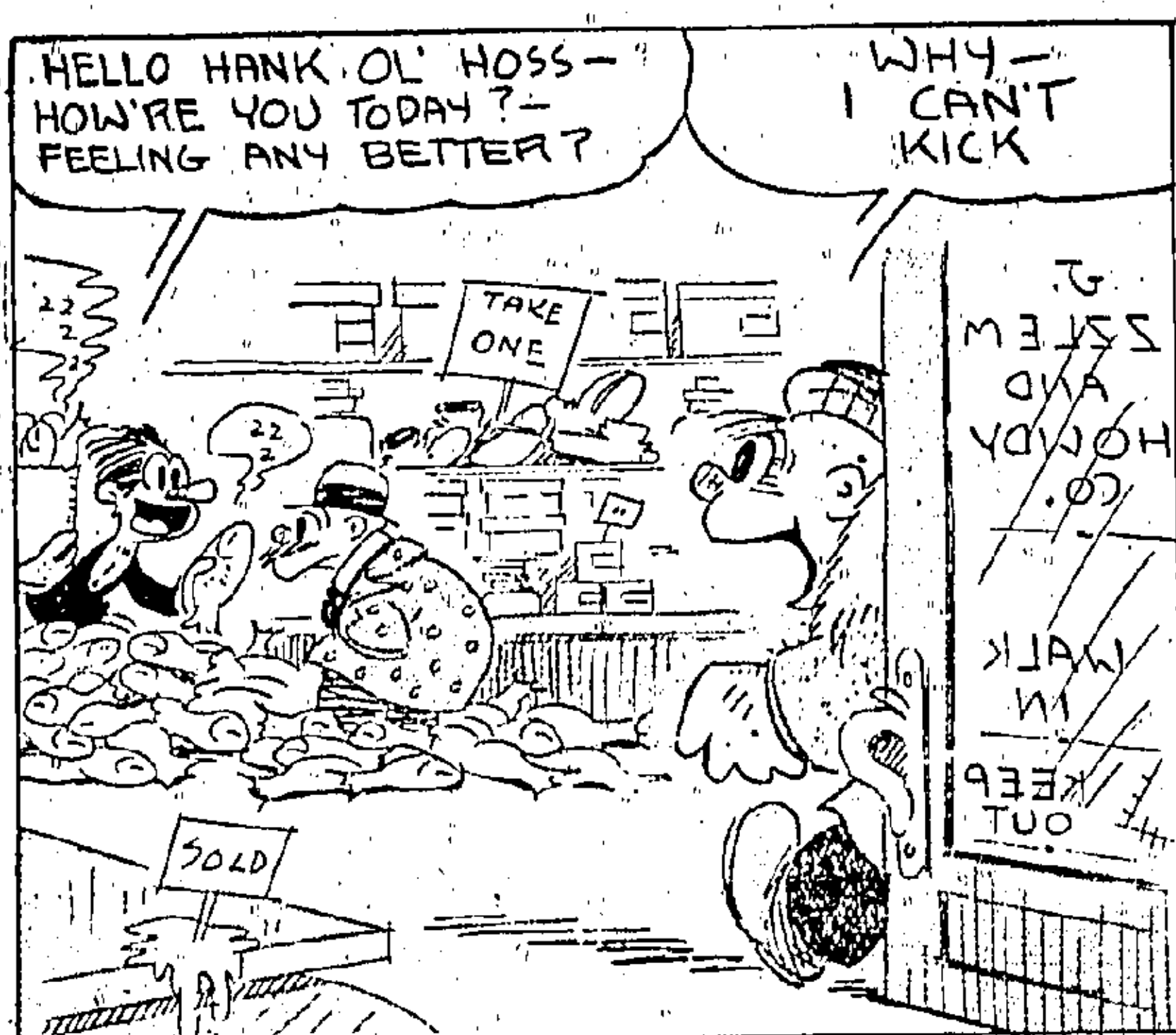
SOMETHING NEW IN MILLINERY.



WHAT THE WELL-DRESSED FOOT WILL WEAR.



The most important news item is the return of the tie oxford, in the regulation plain style and in the decorated top. For afternoon or with the silk or velvet frock the opera pump or the one strap model in leather or satin is the thing. In the centre of this group you will see one of the styles of pump with a fan-shaped insert at the side so that the foot may



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EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 5
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19	Jun. 30
EMPRESS OF ASIA	Jun. 25	Jun. 27	Jun. 30	July 3	July 12

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SOUTH AMERICAN LINE

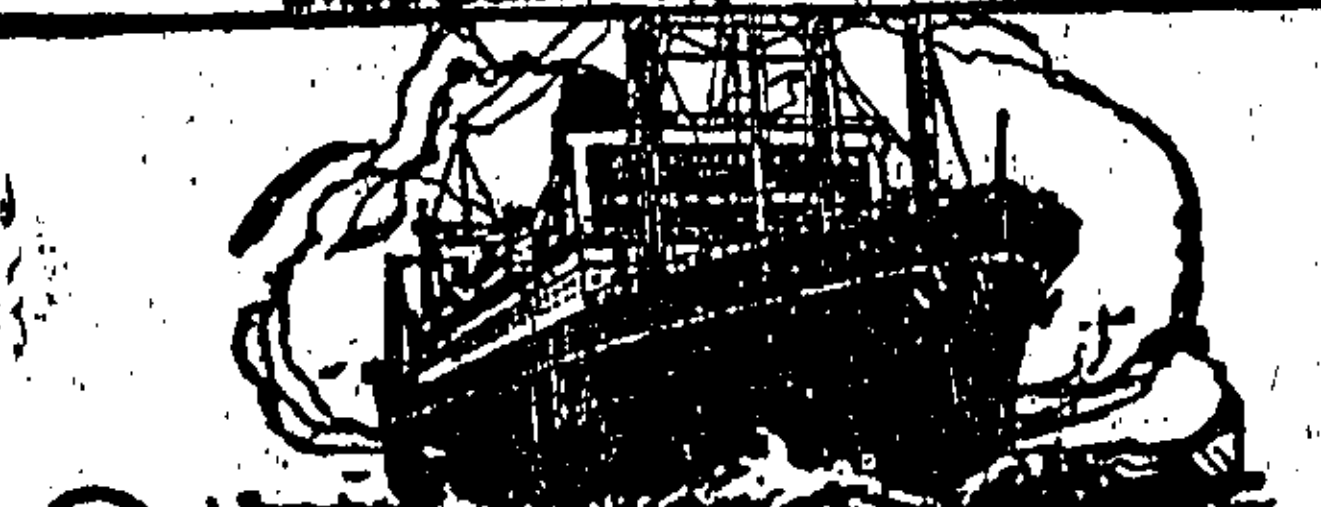
The only direct service between South America and Japan, Hawaii, San Francisco, Los Angeles, Mexico, Panama, Peru & Chili.

ANYO MARU	From Hongkong	April 15th
KOKUYO MARU		May 29th

Y. TSUTSUMI, Manager,
Toyo Kisen Kaisha.

Agent at Canton: King's Building.
Messrs. T. E. GRIFFITH, LTD. Tel. C. 2374 & 2375

AMERICAN ORIENTAL MAIL LINE



The fast "Short Route" to the United States!

SEATTLE & VICTORIA	ANG AI-KOBE-YOKOHAMA
S.S. "PRESIDENT JEFFERSON"	March 5th, 5.00 p.m.
S.S. "PRESIDENT GRANT"	March 17th, 5.00 p.m.
S.S. "PRESIDENT MADISON"	March 29th, 5.00 p.m.

EUROPE £120—£112—£110

First Class on the Pacific, First Class on American or Canadian Railway, First Class and Monocist on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through accommodation and Booking Arranged.

FOR MANILA

S.S. "PRESIDENT GRANT"	March 9th, 5.00 p.m.
S.S. "PRESIDENT MADISON"	March 21st, 5.00 p.m.
S.S. "PRESIDENT JACKSON"	April 2nd, 5.00 p.m.

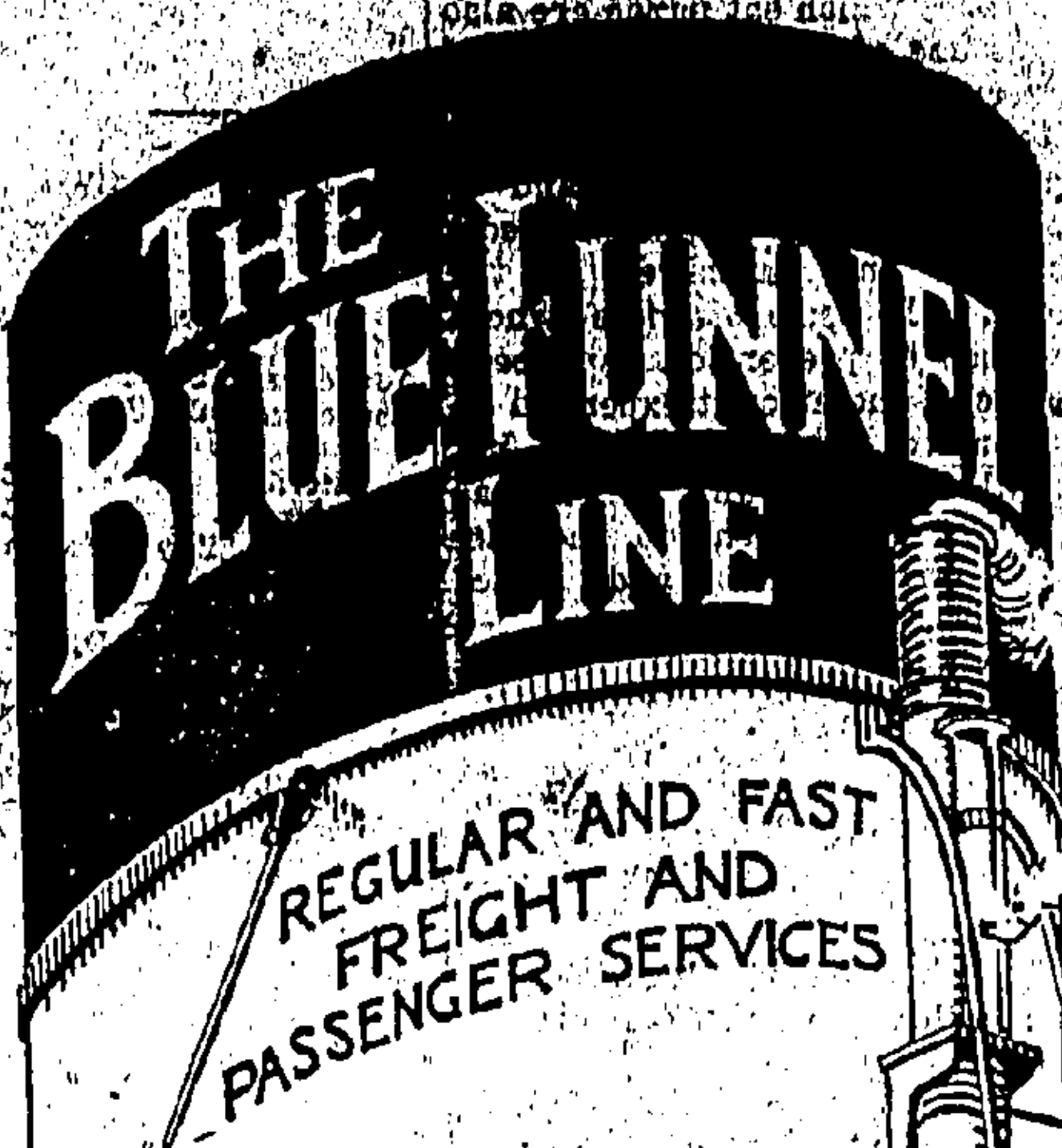
Through Bills of Lading to all United States and Canadian Overland points, also via Panama Canal Lines to Atlantic Ports.
Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE

Managing Operators for United States Shipping Lines

Telephone Central 2477, 2478 and 795. No. 4, Des Voeux Road, Hongkong and Shanghai Bank Building, Ground Floor.



LONDON SERVICE

"HECTOR"	3rd Mar.	Marseilles, London, R'dam & Glasgow
"PERSEUS"	9th Mar.	Marseilles, London, R'dam & Hamburg
"HELENUS"	23rd Mar.	Marseilles, London, R'dam & Hamburg
"SARPEDON"	7th April	Marseilles, London, R'dam & Hamburg

LIVERPOOL SERVICE

"PELEUS"	5th March	Glasgow, Liverpool & G'gow
"TELEMACHUS"	23rd March	Glasgow, Liverpool & G'gow
"IKION"	1st April	Glasgow, Liverpool & G'gow
"TEUCER"	23rd April	Glasgow, Liverpool & G'gow

PACIFIC SERVICE

"PROTEUS"	15th Mar.	Victoria, Vancouver & Seattle
"TALYRUS"	31st Mar.	Victoria, Vancouver & Seattle

NEW YORK SERVICE

"K. COMPANION"	5th March	New York, Boston & Baltimore
"JASON"	19th March	New York, Boston & Baltimore

PASSENGER SERVICE

"HECTOR"	3rd Mar.	Singapore, Marseilles & London
"SARPEDON"	7th April	Singapore, Marseilles & London
"PATROCLUS"	5th May	Singapore, Marseilles & London
"ANTENOR"	2nd June	Singapore, Marseilles & London
"HECTOR"	14th July	Singapore, Marseilles & London

Also carry steamers with limited passenger accommodation a specially reduced rates.

For freight and passage rates and information apply to:—

Butterfield & Swire.
Agents.

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjilwong	Shanghai	1st Port	27th Feb.	M'kar & S'hai
Tjibodas	N. China	2nd Feb.	2nd Mar.	Batavia
Tjilalak	M'kar	3rd Mar.	5th Mar.	Amoy & S'hai
Tjitaroem	Batavia	7th Mar.	9th Mar.	S'anghai
Tjileboet	Japan	8th Mar.	10th Mar.	Batavia
Tjilalak	M'kar	14th Mar.	16th Mar.	Amoy & S'hai
Tjibodas	Shanghai	23rd Mar.	25th Mar.	Batavia
Tjilalak	Daly	26th Mar.	28th Mar.	M'kar & S'hai

via Macassar

via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

FERRY COLLISION.

MOTOR BOAT SUNK AT KOWLOON.

Another Damaged.

A public motor boat was sunk and another was considerably damaged, as the result of a collision with the Star Ferry boat Northern Star while the latter was attempting to get alongside the wharf on the Kowloon side yesterday morning.
The incident happened about 8.45 and was witnessed by a big crowd who were waiting to cross. The ferry collided with the boats between the wharf and the public pier with such force that one almost immediately sank whilst the other was considerably damaged. Fortunately no lives were lost.

THE BOXER INDEMNITY.

LORD WILLINGDON'S MISSION.

A Chinese Scheme.

Peking, Feb. 28.
In anticipation of Lord Willingdon's arrival in Peking, a number of prominent Chinese here have organised an association with the object of using part of the British Boxer indemnity for railway construction, the revenue from which will, in turn, be devoted to educational purposes.—Reuter.

NATIONAL DEBT COMMITTEE.

COMPREHENSIVE REPORT COMING.

Rugby, Feb. 28.

The Committee on National Debt and Taxation under the chairmanship of Lord Colwyn, which was appointed two years ago, completed the taking of evidence in December and is now engaged in drawing up a comprehensive report.—British Wirelink.

WHY TAKE OIL OR SALTS?

When daily regularity can be ensured by the occasional use of Pinkettes, the dainty little liver and intestinal regulators which are pleasant to take and never gripe or purge.

Pinkettes

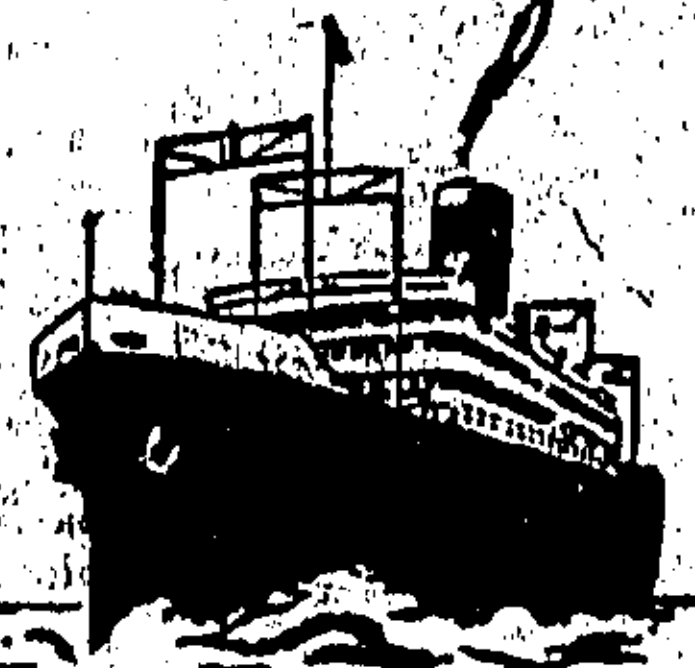
Are laxative perfection. They quickly banish biliousness, sick headaches, flatulence, liverishness, clear the skin, purify the breath, relieve Piles.

Your chemist sells Pinkettes, or post free, 60 cents, the vial, from Dr. Williams' Medicine Co., 60, Kingston Road, Shanghai.

PINKETTES KEEP YOU WELL.

TRAVEL IN COMFORT

Aboard
DOLLAR
"PRESIDENT"
LINERS



FOUR SAILINGS each month to Manila thence FORTNIGHTLY service to Colombo, and via Suez to the Mediterranean, Boston, New York, and round the world.

TO MANILA—AND ROUND—THE—WORLD

President Monroe	March 18th	3.00 p.m.
President Harrison	March 30th	3.00 p.m.
President Van Buren	April 18th	8.00 p.m.

—and 4 sailings each month thereafter.

FORTNIGHTLY SAILINGS to Shanghai, Kobe, Yokohama, Honolulu and San Francisco.

TRANS-PACIFIC—TO SAN FRANCISCO.

President Taft	February 27th	5 p.m.
President Wilson	March 13th	5 p.m.
President Lincoln	March 27th	5 p.m.

—and sailings every 14 days thereafter.

Dollar President liners offer you luxurious travel comforts. All staterooms are outside rooms, well-ventilated and cooled by electric fans. They are furnished with beds (not berths), each having an electric reading lamp. Staterooms with private bath predominate, and all have hot and cold running water. The spacious steel swimming tank is always filled with clean sea water.

Decks are broad, and the use of oil-fuel insures their cleanliness. DOLLAR LINE cuisine is world-famous—varied fare prepared under the direction of skilled chefs. Orchestra music enlivens the voyage. All these travel advantages are yours when you sail on Dollar President liners.

For passenger and freight rates, apply to
HONGKONG AND SHANGHAI BANK BUILDING, Ground Floor,
No. 4, Des Voeux Road, Hongkong.
Telephone: Central 2477, 2478 and 795.

DOLLAR
STEAMSHIP LINEHOLLAND EAST ASIA LINE
OF THE

United Netherlands Navigation Company.



Regular four-weekly service between
Japan, Vladivostok, China, Hongkong,
Manila, Singapore

AND
Genoa, Marseilles, Rotterdam, Amsterdam,
Hamburg, Bremen and North
Continental Ports.

Arrivals From Europe.

SS OOSTERK	9th Mar.
SS OUD'HEERK	6th Apr.
SS ALDEBARAN	4th May
Sailings for Genoa, Marseilles, R'dam, A'dam, Antwerp & 3rd Apr.	
SS ZOSMA	24th Mar.
SS OOSTERK	17th Apr.
SS OUD'HEERK	15th May

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN,

Tel. Central No. 1574.

Agents. York Building

CONSIGNEE NOTICE

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE,
PENANG, COLOMBO
and BOMBAY.

THROUGH BILLS OF LAD-
ING ISSUED FOR EGYPT,
MEDITERRANEAN AND
CONTINENTAL PORTS
AND LONDON.

The Steamship

"NAGPORE"

carrying His Majesty's Mails, will
be despatched from this Port at
noon, on Thursday, the 4th Mar.,
1926 taking Cargo for the above
Ports.

Silk, Valuable Cargo for Italy,
France and London (under
arrangement) will be conveyed
by this Steamer proceeding to
Bombay and there transhipped to
the on-carrying Steamer for
Marseilles and London.

Parcels will be received at this
Office until 5 p.m., on the Day
previous to Sailing. The contents
and value of all packages must be
declared.

For further Particulars,
Apply to—

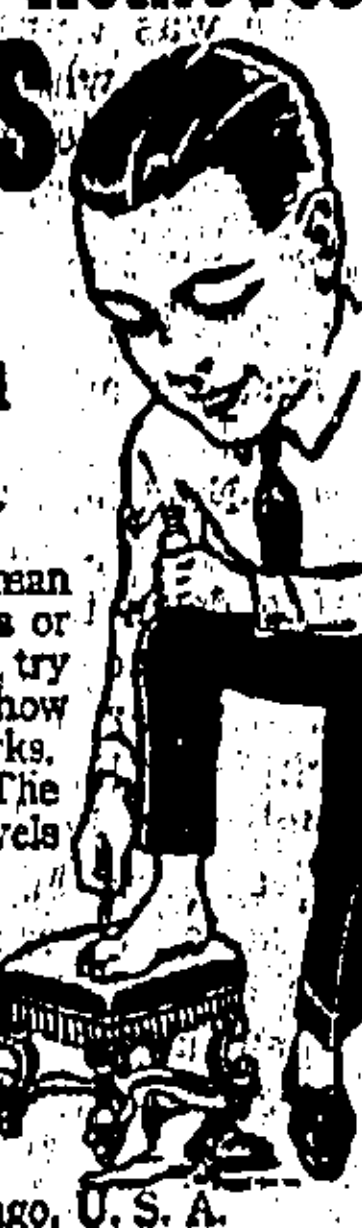
MACKINNON, MACKENZIE
& CO.
Agents.

Hongkong, 25th Feb., 1926.

"Gets-It" Removes
CORN

Quickly
Stops All
Hurtling
Instantly

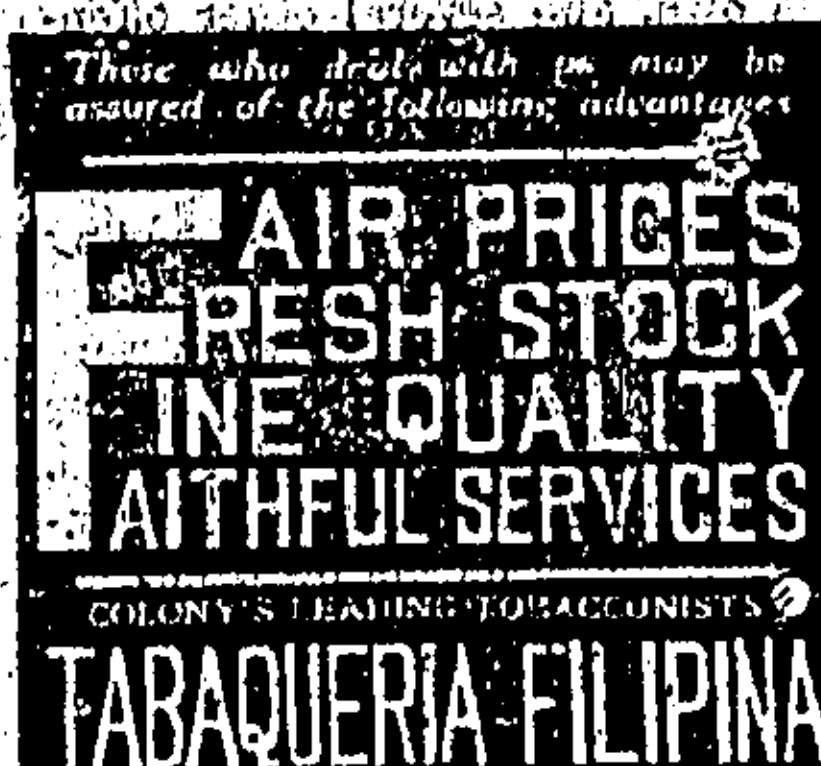
Every man or woman
who still has corns or
calluses ought to try
"Gets-It" and see how
marvelously it works.
Corn pains stop. The
corn or callous shrivels
up, it comes out
completely and gives
blessed relief. Your
satisfaction is
guaranteed. Sold
by all Chemists &
Shops, Costly but
a trifle. E. Lawrence
& Co., Chicago, U.S.A.



Before You Advertise

COUNT THE "TELEGRAPHS"

Everywhere

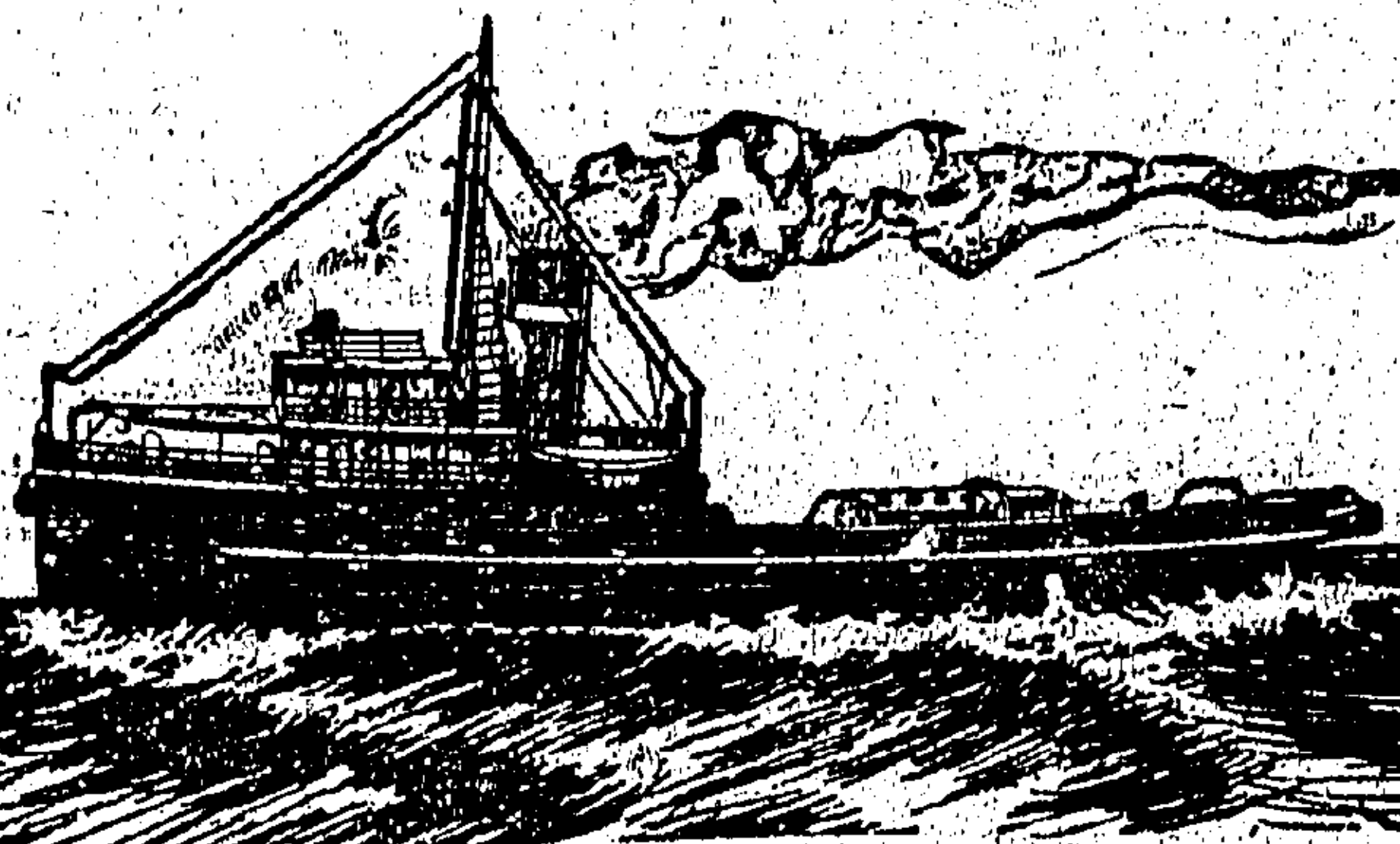


THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO," HONGKONG

Codes Used A1, A.B.C. Fifth Edition, Engineering, First and Second Edition,
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Master, Electricians.



Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong.
For their own service, 1921. Length 165' B.P., Breadth 34' (m) depth 17' (m) I.H.P. 2000
Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless
searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

R.M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
 Taking cargo on through bills of lading for 3 weeks, Java and Burma, Ceylon, India, Persia, Gulf, Malabar, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Japan, etc.
 (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
NAGPORE	5,283	4 March noon	S'pore, P'ang, Obo & B'bay
MANTIA	10,002	6th March	Marseilles & London
KASHMIR	8,985	13th March	M'isa, London & Antwerp
KIDDERPORE	8,334	18th March	S'pore, Penang & Bombay
KHIVA	9,138	20th March	M'isa, London, A'werp & Hull
MOREA	10,918	3rd April	Marseilles & London
DELTA	8,097	15th April	S'pore, P'ang, Obo & B'bay
DEVANHA	8,165	17th April	M'isa, London & Antwerp
KALYAN	9,144	21st April	M'isa, London & Antwerp
MAEDONIA	11,089	1st May	Marseilles & London
KASHGAR	9,005	15th May	Marseilles & London
MALWA	10,841	23rd May	Marseilles & London

Frequent connections from Java and for passengers & cargo to Constantinople, P'ang, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TALAMBA	8,018	4 Mar 1 p.m.	S'pore, Penang & Calcutta
TALMA	10,000	14th March	S'pore, Penang & Calcutta
SETRADA	7,841	17th March	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

* JANDA	6,958	3 Mar. 4 p.m.	Manila, Sandakan, Thurs.
ARAFURA	6,000	7th April	Island, Townsville, B'bane.
ST. ALBANS	4,500	5th May	S'pore and Melbourne

* Calls at Kolambagan.
 The P. & O. S.S. Co. Ltd. steamers will also call at Shanghai, H'lo, Oebu, Kolambagan, Tawoa, Timor, Darwin, or other ports on route as inducement offers.
 Frequent connections from Australia with the following:
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MOREA	10,911	6th March	S'hai, Moji & Kobe
TAKADA	6,949	9th March	Moji & Kobe
ARAFURA	6,000	13th March	Moji, Kobe & Yoko.
KALYAN	9,144	13th March	Shanghai, Moji & Kobe
DEVANHA	8,155	20th March	S'hai, Moji, & Kobe
DELTA	8,097	20th March	S'hai & Kobe

All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
 For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
 P. & O. Bldg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENGARRY	4th Mar.	GLENNIFFER	10th Mar.
GLENSHANE	23rd Mar.	GLENNAMOY	7th April
GLENNAP	1st April	GLENSHANE	4th May
CARMARTHENSIRE	15th April	CARMARTHENSIRE	1st June

Movements are subject to change without notice.
 For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone: Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN-ORIENTAL LINE, Ltd.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA, ZAMBOANGA, PORT BANGA AND THURSDAY ISLAND.

Through Bill of Lading issued to all Australian, New Zealand and Tasmanian Ports.
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
 HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	17th March	26th March
CHANGTE	27th March	23rd April
TAIPING	19th May	25th May
CHANGTE	16th June	22nd June

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE,**
 Tel. C. 36. Agents.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong:

S.S. "KT. COMPANION"	via Suez Canal	7th Mar.
S.S. "CITY OF RANGOON"	via Suez Canal	28th Mar.
S.S. "CAI CHAS"	via Suez Canal	7th April
S.S. "LANGTON HALL"	via Suez Canal	19th April

* Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or **THE BANK LINE, LD. HONGKONG.**
HONGKONG & CANTON JARDINE MATHESON & Co. Ltd. CANTON

**SAILING SUBJECT TO ALTERATION.**

Through Bills of Lading issued to all Overseas Companies, Japan, U.S.A. and Canada.
 Through passage rates to Europe via America S.S. Co. (U.S.A.) S.S. Co. 1926.

ITO MARU	Wednesday, 17th Mar. (abt. 11 a.m.)	Friday, 2nd Apr.
SHIMIZU MARU	Friday, 19th Mar.	Monday, 4th Apr.
MARSEILLES, LONDON & ANTWERP	Saturday, 27th Feb.	
RAKONE MARU	Saturday, 13th Mar.	
SUWA MARU	Saturday, 27th Mar.	
FUJIMI MARU	Saturday, 27th Mar.	
SYDNEY & MELBOURNE via Manila & Ports.	Wednesday, 24th Mar.	
TANGO MARU	Wednesday, 27th Mar.	
AXI MARU	Friday, 5th Mar.	
NEW YORK and/or BOSTON "ANAMA"	Saturday, 29th Mar.	
HAKODATE MARU	Saturday, 29th Mar.	
MAYEASHI MARU	Saturday, 29th Mar.	
BUENOS AIRES via Singapore, Durban & Cape Town	Saturday, 27th Feb.	
KAMAKURA MARU	Tuesday, 2nd Mar.	
BOMBAY via Singapore & Colombo.	Saturday, 6th Mar.	
PEKANG MARU	Saturday, 6th Mar.	
GENOA MARU	Saturday, 6th Mar.	
CALCUTTA via Singapore, Penang & Rangoon.	Saturday, 6th Mar.	
OSAKA MARU	Thursday, 11th Mar.	
NAGASAKI, KOBE & YOKOHAMA.	Thursday, 18th Mar.	
AKI MARU	Sunday, 28th Feb.	
SHANGHAI, KOBE & YOKOHAMA.	Sunday, 28th Feb.	
YAMAGATA MARU	Sunday, 28th Feb.	
TSURUGA MARU	Sunday, 28th Feb.	
TAMBA MARU	Monday, 8th Mar.	
HAKUFAN MARU	Monday, 8th Mar.	

For further information apply to—
NIPPON YUSEN KAISHA,
 Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE" ... Sails 15th Mar.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "VENEZIA"	... Sails about 23rd Feb.
S.S. "ROSANDRA"	... Sails about 7th Apr.
S.S. "FIUME-L"	... Sails about 5th May.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA"	... Sails about 29th Mar.
S.S. "ROSANDRA"	... Sails about 3rd May.
S.S. "FIUME-L"	... Sails about 31st May.

NATAL LINE OF STEAMERS.

FROM CALOUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA"	... Sails from Calcutta 31st Mar.
S.S. "UMSINGA"	... Sails from Colombo 12th Apr.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1039. Agents.

**SERVICES CONTRACTUELS**

Mali Steamers	Next Sailings from Marseilles	Prob. arr. at Hongkong	Prob. Sailing from Hongkong for M'isa
ANGKOR	29th Jan.	3rd Mar.	2nd Mar.
PORTHOS	12th Feb.	17th Mar.	16th Mar.
ANDRE LEBON	26th Feb.	31st Mar.	30th Mar.
PAUL LECAT	12th Mar.	13th Apr.	13th Apr.
AMBOISE	26th Mar.	27th Apr.	27th Apr.
ANGERS	26th Mar.	27th Apr.	11th May
AMAZONE	26th Mar.	27th Apr.	25th May

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
 A Class } 1st Class £95.0.0 } B. Class 1st Class £83.0.0
 Steamers } 2nd Class £68.0.0 } Steamers 2nd Class £60.0.0

Through Tickets to London and Landing Towns of Europe
 Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BOATS)

S.S. "LT. ST. LOUBERT-BIE" from Dunkirk, L'don, Havre is due to

arrive about 22nd Mar.

For full particulars apply to: Messageries Maritimes Co. 5 Queen's Building.

Phone: Central 740

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON, MACAO STEAM-BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).
 Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).
 FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SUNDAY EXCURSIONS—On SUNDAY 28th Instant, the S.S. "TAISHAN" will leave Hongkong at 9 A.M. from Company's Wing Lok Street Wharf, and return from Macao at 4 P.M.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF RANGOON" via Suez Canal 28th March.

S.S. "LANGTON HALL" via Suez Canal 19th April.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "FORRESBANK" via Suez Canal Second Half Apr.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF WELLINGTON" 13th March.

For Havre, London, Rotterdam & Hamburg.

S.S. "CITY OF VALENCIA" 23rd April.

For Marseilles, Havre, London, Rotterdam & Hamburg.

Fares to London "A" 1st Class £38. 2nd Class £60.

"B" 1st Class £30. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "SURAT" Middle April.

Loading for Mauritius, Delagoa Bay, Durban, East London,

Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo,

Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar,

Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City

of Palermo" or "Malatian" to Java, Freemantle, Adelaide,

Melbourne and Sydney, and Vice Versa. Through Freight

and Passenger bookings from Hongkong in conjunction

with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to—

THE BANK LINE LTD.

Telephone C. 4791.

COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,

BARCELONA & OTHER SPANISH PORTS.

ISLA DE PANAY ... 23rd Mar.

LEGAZPI ... 14th May

C. LOPEZ Y LOPEZ ... 5th July

YOKOHAMA, KOBE, MOJI & SHANGHAI.

ISLA DE PANAY ... 8th Mar.

LEGAZPI ... 29th April

C. LOPEZ Y LOPEZ ... 20th June

The steamers of this Company are all classed 100 A1 at Lloyd's

and are fitted with every modern convenience for comfort and safety

of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply—

BOTELHO BROS.

Tel. 1331. Alexandra Building, Hongkong.

O. D. BARRETO, Ltd. 28, Central Avenue, Canton.

**ASAHI BEER**

BREWED BY

DAI NIPPON BREWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG.

CONSIGNEE NOTICE

THE NORWEGIAN AFRICA & AUSTRALIA LINE

NOTICE TO CONSIGNEES

M. S. "BESSA"

The above steamer having arrived from Norway via ports on 23rd inst. consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

Goods not cleared by 2nd March 1926 will be subject to rent all broken, chafed and damaged packages are to be left in the godown where they will be examined on 1st March 1926 at 10 a.m.

Claims against the vessel must be presented within 10 days of arrival, otherwise they will not be recognised.

No fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

THORESEN & CO., LTD.

Agents,

Hongkong 23rd Feb., 1926.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

S.S. "MIN."

Consignees of Cargo from Dunkerque, Antwerp, London, &c.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 p.m. 3-day, requesting it to be landed here.

Bills of lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 2nd, March 1926 at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the Friday, the 29th inst. or they will not be recognised.

All damaged packages will be examined on Monday, the 1st March 1926 at 10 a.m. by Messrs. Goddard & Douglas.

No fire insurance has been effected.

R. RODENFUSER.

Agent.

Hongkong 24th, Feb., 1926.

LLOYD TRIESTINO NAVIGATION CO.**NOTICE TO CONSIGNEES**

The Steamship "VENEZIA"

From Trieste, Venice, Brindisi,

Port Said, Massowah, Aden,

Karachi, Colombo, Penang

and Singapore.

CONSIGNEES OF CARGO

are hereby informed that all

HOTELS.

THE HONGKONG
HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND

SHANGHAI

ASTOR HOUSE HOTEL, PALACE HOTEL;
KALEE HOTEL, MAJESTIC HOTEL;
Telegraphic Address: "CENTRAL, SHANGHAI"

HOTELS,
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KOWLOON HOTEL

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each Floor.
Tele. K.608 & K.609. Cable address: KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE
Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Central 373. Telegraphic Address "Victoria"

THE EUROPE HOTEL.
SINGAPORE.

Terms:—A la carte or Inclusive.

Telephone in every room.
After-dinner dancing every Tuesday,
Thursday and Saturday.

GRILL ROOM

Telegrams "Europe Singapore" **ARTHUR E. ODELL,**
Telephone 2740. Managing Director.

POST OFFICE NOTICE.

NOTICE.

WIRELESS TELEGRAPH SERVICES, which offer speedy and efficient means of communication, are established between HONGKONG and SHIPS at SEA, FRENCH INDO-CHINA, the PROVINCE of YUNNAN, and MACAO.

The RADIO TELEGRAPH OFFICE is always open for the reception and transmission of Radio Telegrams and for reporting vessels passing WAGLAN and GAP ROCK LIGHTHOUSES.

WIRELESS SERVICES with Canton and Swatow suspended until further notice.

Full particulars may be obtained on application to the RADIO COUNTER in the MAIN HALL of the G.P.O., and at the RADIO TELEGRAPH OFFICE 3rd floor, GOVERNMENT BUILDING.

INWARD MAILS.

From	Per	Due
Europe via Negapatam (Papers only, London, 28th Jan.)	Van Overstraten	February 27.
Canada, U.S.A., Japan and Shanghai	Emp. of Asia	February 27.
Shanghai	Sinkiang	February 28.
U.S.A., Honolulu, Japan and Shanghai	Taiyo Maru	March 1.
Japan	Tanda	March 1.
Manila	Emp. of Asia	March 3.
Saigon	Andre Lebon	March 3.
Manila	Pres. Jefferson	March 4.
U.S.A., Honolulu, Japan and Shanghai	Manila	March 5.
U.S.A., Canada, Japan and Shanghai	Pres. Grant	March 8.
Australia and Manila	Amfura	March 12.

OUTWARD MAILS.

For	Per	Date
Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via San Francisco and Europe via Siberia (Letters and Post-cards specially superscribed "Via Siberia" only)	Pres. Taft	Sat., Feb. 27.
	Parcels	noon.
	Registration	2.45 p.m.
	Letters	3.30 p.m.
	(Due San Francisco, March 24.)	
Manila	Emp. of Asia	Sat., Feb. 27, 3 p.m.
Shanghai	Kanchow	Sun., Feb. 28, 9 a.m.
Swatow, Amoy and Fochow	Hozan Maru	Sun., Feb. 28, 9 a.m.
Amoy	Haiching	Sun., Feb. 28, 9 a.m.
Saigon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Yingchow	Mon., Mar. 1, 5 p.m.
	Angkor	Tues., Mar. 2.
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 2nd April)	
Bangkok	Chinhua	Tues., Mar. 2, 2 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Yatshing	Wed., Mar. 3, 10 a.m.
	Hector	Wed., Mar. 3.
	Registration	9.45 a.m.
	Letters	10.30 a.m.
	(Due Marseilles 31st March)	
Manila, Sandakan, Australia and New Zealand via Thursday Island	Tanda	Wed., Mar. 3.
	Parcels	Noon.
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Thursday Island 10th March)	
Shanghai, Japan and Europe via Siberia (Letters and P. Cards specially superscribed "Via Siberia" only)	Andre Lebon	Wed., Mar. 3, 2 p.m.
Shanghai	Sinkiang	Wed., Mar. 3, 2 p.m.
Straits	Nugore	Thurs., Mar. 4, 10.30 a.m.
	*Correspondence bearing vessel's name only.	

Printed and Published for the Proprietor by **FREDERICK PERCY FRANKLIN**, at 11, Ice House Street, in the City of Victoria, Hongkong.

ST. ANDREW'S BALL.

LAST NIGHT'S HAPPY GATHERING.

As expected, St. Andrew's Ball, held last night, proved in every way a happy and enjoyable function. The decorations, which were described in our issue of last evening, were most effective in their simplicity, and, with the halls duly illuminated, there was a scene of animated brilliancy as the dancing proceeded, the naval and military uniforms and the pretty dresses of the ladies combining to create a striking colour scheme. Both St. Andrew's and St. George's Halls were naturally crowded by the large assembly present, and although the congestion somewhat interfered with dancing, everyone was in a cheery mood and the spirit of the occasion was thoroughly entered into by all.

His Excellency the Governor and Lady Clement were received on arrival by the Chieftain and members of the Committee, being piped to St. Andrew's Hall, where the Ball was opened with the State Lancers. Music during the evening was supplied by the Pipe Band of the Volunteer Defence Corps and the Hongkong Hotel orchestra. A special feature was an exhibition of the Argyll Broadsword Dance by the following members of the Reel Club of the Scottish Company of the Volunteers—Messrs. R. O. Sutherland, T. P. Saunders, W. Robertson, J. D. Douglas and Piper G. S. Brown. This was very cleverly done and loudly applauded. The whole arrangements for the Ball were admirably organised, thanks to the good work of the Hon. Secretary (Mr. A. K. Mackenzie) and the members of the various Committees.

At the conclusion of the eighth dance, the official supper party assembled in St. Andrew's Hall, whence they were piped to the Theatre Royal, where an excellent repast was served.

CHIEFTAIN'S SPEECH.

The loyal toast having been duly honoured the Chieftain (Dr. G. D. R. Black) rose and said:

Your Excellencies, Ladies and Gentlemen: It is first of all my very pleasing privilege, Your Excellency to extend to you on behalf of the Members of St. Andrew's Society, a very cordial greeting. Owing to our great national bereavement this is the first opportunity we have had, as a Society, of greeting you since your welcome return to the Colony, and we hope it will be but the first of many similar and kindred occasions. (Applause.)

Ladies and Gentlemen, on behalf of the Members of St. Andrew's Society, I extend you a hearty welcome. We are delighted to see you, we hope you will thoroughly enjoy yourselves, and when in the natural course of events you find it necessary to return to your homes this evening, we hope you will leave this hall with genuine regret, and immediately commence to look forward to the next St. Andrew's Ball. It is a great pleasure to us to entertain our friends of other nationalities on festive occasions of this sort, and I think it is a good thing for you to be with us at these times. It gives you an opportunity of seeing for yourselves how truly modest we really are! We as Scots, fully realise that all men are equal and there are times when down in the bottom of our hearts we are a little more than equal it is only at a time like this that you have the opportunity of seeing how strenuously we strive to disguise this fact from the world. (Applause and laughter.)

Thanks.

I should like at this moment to thank the members of the general committee and the other committees for their hard work and co-operation in helping in what one might say without undue complacency, has the appearance of being a successful evening. The Chieftain of St. Andrew's Society is always proud and happy and much to be envied by virtue of the great honour paid him and nothing adds to his happiness more than the knowledge that his friends are also happy.

It is said that every boy born of Scottish parents is born with two ambitions, one, to be Lord Provost of Edinburgh and the other to be Chieftain of St. Andrew's Society. It is also said that it is given to some to achieve both ambitions.

St. Andrew's Life.

We have met this evening as you know to do honour to the

memory of our patron saint St. Andrew. Much of St. Andrew's life is surrounded by legend but although legendary days are over, the memory of St. Andrew is as fragrant to-night as it was 1,500 years ago when St. Rule brought his relics to Kill-re-mont (hear hear). We know that he was a heroic man and we know that he suffered death rather than betray principles which appealed to him as true. And the spirit which inspired him and sent him cheerfully to his death is the spirit which has inspired the lives of those whose names adorn the pages of Scottish history; Bruce, Wallace, Argyll; Knox who suffered for years as a galley slave in defence of his faith; Scott who did much to preserve and to hand down our wonderful traditions; Burns who, if he had faults, yet was humanity's poet and who through all the latter years of his life, through poverty, ill-health and distress, still kept the torch of his genius alight for our benefit; and so to that great soldier of modern times Haig.

"Black Agnes."

Nor need we direct ourselves to men. There is Catherine Barlass and Black Agnes. We can see the Countess of March with her hand-maidens and ladies in waiting carefully brushing with their white kerchiefs the marks from the walls of Castle Dunbar, marks made by stones hurled by the enemy while the Earl of March was away fighting the battles of his King. We recall with pride that the enemy, disheartened and discouraged with the courageous defence of the Countess and her brave retainers, and by the "love shafts of Black Agnes which went straight to the heart" gave up the siege and retired from the castle. "For came I early, came I late, I found Black Agnes at the gate."

There is Flora Macdonald and so on. One could go on indefinitely mentioning names which will live for ever in the hearts and minds of Scottish men and women.

What is Sentiment.

We are said to be a sentimental nation and we are. A nation without sentiment is one without imagination and without imagination it is impossible for any nation to make a lasting impression in history. And after all what is sentiment? One of the most charming of our modern Scottish writers says, "Sentiment is only a word for all that is decent, kind and loving in these warped little lives of ours," and so I believe thoroughly in celebrating these national festivals, or national memorials if you wish, to hand down to our children and our children's children our glorious traditions and to keep alive the spirit which has made Scotland what she is, and has given her her place in the Empire and in the world. And so long as that spirit exists we can side by side with our brethren from all parts of the Empire, from the Home-land, from the Colonies, from the great Dominions beyond the seas, Australia, New Zealand, Canada, that wonderful land which means so much to me, that Nova Scotia for so many local Scots today, South Africa and India. I say, we can side by side with our brethren from near and far places throughout our Empire face undaunted whatever the future may have in store for us. If at times we are inclined to be depressed or despondent let us cast our minds back through the centuries to heroic St. Andrew standing staunchly amongst his enemies, or follow him as he goes to his death. If cricket had been played in his day he would have said to himself as he wended his way to the stake, "The game is greater than the players and the ship is greater than her crew."

But fascinating as is the story of St. Andrew and the subject of Scotland to us it would be a poor exhibition of Scottish hospitality were I to keep you here tonight when in the next room there is an excellent floor for dancing and charming, and delightful dancing partners. So I shall content myself with again expressing to your Excellencies and our other friends the great pleasure it gives us to welcome you here tonight and reminding you that the history of Scotland is now and has been for many years and will be for all time one with the history of the British Empire.

"Hark the pibroch's martial strain, Ca's the Clan to Lothian Plain, Scotland has her King again, Welcome Royal George!" (Applause.)

The haggis was played into the dining hall with all the honours.

INDIAN DEFENCE.

AN INADEQUATE AIR FORCE.

Sir Edwin Haward, reading a paper on India's Defence as an Imperial Problem before the Central Asian Society, in London, emphasised that the adequacy of the Air Force in India needed careful examination.

It must not be overlooked that the Russian air forces in Turkestan had vastly improved in quality and had increased in quantity during the past year.

The Afghan air force, which was chiefly manned by Russians, now had twelve serviceable machines and it was proposed to increase the number of fighting machines to thirty. India had no anti-aircraft guns and no anti-gas measures, while Russia was specialising in gas, and India's aeroplanes were not so fast as best Russian machines at Kabul.

Competent observers in India considered there was an urgent need for an additional squadron of modern fighting machines. He expressed the opinion that Indianisation could only be successfully applied to the defence of India if the British element, perhaps in diminished quantity but never in diminished quality, were retained.

He suggested that both the Indian politician and the British taxpayer should examine coolly the recent suggestion of Sir Reginald Craddock that the British taxpayer should be responsible for the expenditure of the British garrison in India to the extent of £10,000,000 annually, and India in return should give a preference to British goods. He emphasised that unless India was adequately defended, her aspirations to Dominion status must remain an idle dream, and India was to be held within the Empire as a vital strategic link in the Imperial defence against the dangers of the future.

The responsibility for her defence must be mainly imperial and so would involve amicable adjustment between the Governments at Whitehall and Delhi. India was not averse to a bargain, provided she could be assured that the benefits were not all on one side. She could be convinced that the inviolability of her frontiers was an asset for which payment must be made. She wanted also to be convinced that the price she paid did not also cover an asset beneficial to others as well as to herself. There was much to be said on both sides. Frank discussion of the problem could do no harm. Indeed it might materially assist in the education of young India in the school of Imperialism.

SEA DEFENCE.

Admiral Richmond, initiating the discussion of Sir Edwin Haward's paper emphasised the importance of sea defence to India and pointed out that Britain, with a population of 40,000,000, had twelve major ports, while India, with 350,000,000, had only four ports, which could be blocked up by a few ships.

Admiral Richmond dissented from Sir Edwin Haward's assertion that the fact of a hostile power obtaining control over India would cut off communications between Britain, Australia and Africa. "It would be extraordinarily difficult to maintain a fleet of any size in India, owing to the insufficiency of food and fuel. Moreover, a hostile fleet possessing the Indian harbours would be very uncomfortable, being flanked by British forces at Aden, Colombo and Singapore. He expressed the opinion that, owing to her commercial interests, the defence of India by sea bulked more largely than was apparent.

Johannesburg.—The whereabouts of the treasure possessed by the late Queen Mother of Swaziland, Nqaba Tsebendi, is exciting much curiosity at M'Babani. She was reputed among the natives to be possessed of great wealth, for in 1889 she received £8,000, and from 1894 to 1900 an annuity of £12,000 was paid to her in monthly instalments, always in sovereigns. There was no evidence of any expenditure on her part. On the contrary, she invariably pleaded poverty, and the story goes that she and her daughter (who predeceased her) were the only persons who knew where her wealth was hidden. Whether it really exists or whether the secret of its hiding place can be discovered, is an interesting problem for the treasure-hunters of a future generation.

Entertainments.

The QUEEN'S

"The Bridge of Sighs"

The STAR

DOUGLAS MacLEAN

IN

"BELL BOY 13"

and

KATHERINE MACDONALD

IN

"THE BEAUTIFUL LIAR"

THE WORLD

REGINALD DENNY

in

"I'LL SHOW YOU THE TOWN"

THEATRE ROYAL

The Hongkong A. D. C. produces

"IF"

On March 2nd, 3rd, 5th, and 6th.
at 9.15 p.m.

A special Matinee on Thursday March 4th at 4.30 p.m.
Bring the Children to see the Conjurers.

Booking at Andersons' \$3.00, \$2.00, \$1.00

BARBER SHOP
HONGKONG HOTEL

From Monday

1st. March, 1926

Ground Floor

16, Des Voeux Rd.
Central

(Adjoining old block destroyed by fire) Hours:
8 a.m. to 7 p.m.

(Sunday 9 a.m. to 12 Noon)

(HOLIDAYS 8 a.m. to 1 p.m.)

Note: The Ladies' hairdressing saloon in the Hongkong Hotel will be reopened so soon as necessary repainting can be completed.

THE HONGKONG AND SHANGHAI HOTELS, LTD.

PROHIBITION
SCANDALS.BILL FOR IMPARTIAL
INVESTIGATION.

Washington, Feb. 17.—Under pressure of rising public indignation against dry law scandals, leaders of the wet and dry factions in the house formed an alliance to-day for the purpose of promoting a calm, unbiased analysis of the prohibition era.

They agreed to support a bill introduced by Representative Celler, Democrat of New York, providing for an impartial investigation of the six years of pro-

hibition in the United States. The purpose of the investigation is to decide whether the situation would be improved by modification of the Volstead law or by more drastic enforcement.

The Celler bill provides for the creation of a presidential commission whose personnel would be selected equally from the ranks of prohibitionists and anti-prohibitionists. This would insure fairness and enable congress to obtain true facts with reference to the extent of law violations, the consumption of forbidden beverages and the prevalence of graft among public officials.

It is stated by persons in close touch with President Coolidge that he is in favour of the project.